Porsche Macan
Porsche InnoDrive with active Lane Keeping

PORSCHE

2025

VERY GOOD

| ASSISTANCE COMPETENCE | 85% |
| SAFETY BACKUP | 92% |

SPECIFICATIONS

SYSTEM NAME	Porsche InnoDrive with active Lane Keeping
Version Tested	Turbo
Intended Operation Design Domain	● Highway ● Inter-Urban ● Urban

● RECOMMENDED   ✖ NOT RECOMMENDED

Comments

Porsche's appropriately-named 'InnoDrive with Active Lane-Keeping' accurately portrays the system functionality. The promotional material and the handbook correctly indicate the limitations of the system capabilities. System status information is clearly displayed in the driver's direct line of sight by a head-up display. The Macan monitors that the driver keeps their hands on the steering wheel, and 'locks-out' the assistance system if there are repeated warnings. The car's indirect driver monitoring system detects fatigue but not distraction. The system balances driver steering input with lane guidance, promoting co-operative driving.

The Macan combines map-based speed limit information with real time camera inputs to manage fixed, variable and temporary speed limit signs. The system uses navigation data to adapt the speed within the detected speed limit to the course of the route (e.g. when there are curves ahead). If an event is detected in advance, a warning is given in the instrument cluster and the system reduces the speed of the vehicle at an early stage. The car responds to avoid or mitigate a collision in all of the test scenarios for automatic cruise control and scores well in this part of the assessment. The driver is supported through the S-Bend, staying within the lane at all test speeds. The Porsche does not have a lane change assist feature. In the case of an unresponsive driver, the car performs a controlled stop within its lane. If the radar or camera is blocked, the Macan provides a timely warning and prevents system activation.

'InnoDrive with Active Lane-Keeping', as fitted to the Porsche Macan, balances a high level of Vehicle Assistance with a similar level of Driver Engagement. Combined with excellent safety back-up, the system, overall, offers Very Good highway assistance.

Disclaimer
When using Assisted Driving Systems (also known as SAE Level 2 systems), a driver's responsibilities include monitoring the system's control of speed, braking and steering at all times, strict compliance with traffic rules, and maintaining situational awareness throughout the journey.
Certain situations might negatively influence the system's performance (e.g. poor weather, faded lane markings, construction zones, exiting a tunnel), resulting in a sudden interruption of the lateral and/or longitudinal support (system disengagement). Moreover, the system may fail to detect certain road users such as motorcyclists not directly in front of the vehicle, or stationary objects.
Appropriate fitness to drive is critical for safe travel, even when using Assisted Driving Systems. Visual distraction (e.g. eyes off the road), impairment (e.g. drowsiness, intoxication) as well as unresponsiveness, poses high risks. It is highly recommended to keep your hands on the steering wheel at all times to ensure immediate reaction when the system disengages.

EURO ⊕ NCAP

ASSISTANCE COMPETENCE

Total   85%

DRIVER ENGAGEMENT

85.0 / 100 PTS

CONSUMER INFORMATION		25.0 / 25 PTS
System Name	Porsche InnoDrive with active Lane Keeping	
Marketing Material	Porsche InnoDrive with active Lane Keeping ↗ Viewed 27 May 2025	
Quick Start Guide	●	
Vehicle Handbook	⬇ Viewed 27 May 2025	

SYSTEM STATUS		25.0 / 25 Pts
Continuous System Status Indicator	🟩	
System Status Change Indicator	🟩	

DRIVER MONITORING		10.0 / 20 PTS
Hands-on Monitoring	🟩	
Direct Driver Monitoring	🟥	

DRIVING COLLABORATION		25.0 / 25 Pts
Increase in Steering Torque	🟩	
Override response	🟩	
System continues to assist while driver steers to avoid obstacle		

🟩 GOOD	🟨 ADEQUATE	🟧 MARGINAL	🟫 WEAK	🟥 POOR

Version 280525

EURO NCAP

ASSISTANCE COMPETENCE

Total 85%

VEHICLE ASSISTANCE

87.0 / 100 PTS

SPEED ASSISTANCE		19.1 / 25 PTS

SPEED ASSIST SYSTEMS

Vehicle response to fixed Speed limits	At speed at sign
Vehicle response to variable Speed limits	Slowing down at sign

SPEED LIMIT INFORMATION FUNCTION

General requirements	Compliant
Conditional Speed Limits	🟩
Road Features	🟥
Local Hazards	🟥
System Updates	Quarterly

ADAPTIVE CRUISE CONTROL PERFORMANCE		37.9 / 40 PTS

SCENARIOS	🚗	🏍
Approaching a stationary target	🟩	🟩
Approaching a slower moving target	🟩	🟩
Approaching a braking target	🟩	🟩
Target cutting-in in front	🟩	🟩
Car cutting-out in front to expose target	🟩	🟩

UNDERTAKE PREVENTION	
Undertake prevention at speeds over 90 km/h	🟩

ADAPTIVE CRUISE CONTROL AUTO-RESUME	
Assistance maintained after coming to a full stop	🟩
System assistance maintained by	Automatic resume with collision prevention by external sensors

🟩 GOOD	🟨 ADEQUATE	🟧 MARGINAL	🟫 WEAK	🟥 POOR

ASSISTANCE COMPETENCE

Total 85%

STEERING ASSISTANCE

30.0 / 35 PTS

SCENARIOS		
80 km/h		Vehicle stays in lane
100 km/h		Vehicle stays in lane
120 km/h		Vehicle stays in lane

Lane Change Assist	✖

● FITTED TO THE VEHICLE   ✖ NOT FITTED TO THE VEHICLE

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

Version 280525

SAFETY BACKUP

Total 92%

SYSTEM FAILURE █ 25.0 / 25 PTS

	ENGAGEMENT	WARNING
SENSOR BLOCKED AT START-UP		
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking
Radar	Partial blockage after a 5 minute drive	Yes after sensor blocking
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM INACTIVE		
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking
Radar	After a 5 minute drive	After sensor blocking
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM ACTIVE		
Camera	Full blockage within 2 minutes after blocking	After sensor blocking
Radar	Partial blockage after sensor blocking	After sensor blocking

UNRESPONSIVE DRIVER INTERVENTION █ 20.0 / 25 PTS

Hands Off Warning Timeline

👁 🔊 | STOP

0   time

COLLISION AVOIDANCE █ 47.8 / 50 PTS

SCENARIOS	🚗	🏍	🚶🚴
Approaching a stationary target	GOOD	GOOD	—
Approaching a slower moving target	GOOD	GOOD	—
Approaching a braking target	GOOD	GOOD	—
Target cutting-in in front	GOOD	ADEQUATE	—
Car cutting-out in front to expose target	GOOD	MARGINAL	—
Approaching the target along the roadside	—	—	GOOD

█ GOOD	█ ADEQUATE	█ MARGINAL	█ WEAK	█ POOR