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Used Porsche Macan (95B) Buyer's Guide

Known issues, what to inspect, generation differences, and current sold prices from the pcarvalues.com auction sample. Prices are U.S. dollars only.

Prepared Nov 24, 2026 (America/Chicago). Auction figures are from pcarvalues.com auction sales data as of Nov 20, 2026. This is a market snapshot and a buying checklist, not an appraisal.

The gasoline Macan (95B) is the compact SUV most shoppers actually find in the used market: quicker than it looks, expensive to service if you treat it like a mainstream compact, and spread across three visual and equipment updates on the same basic car. This guide covers the gasoline 95B only. The all-electric Macan is a different vehicle and is not included here.

The gasoline Macan overall had a $24,250 median from 95 U.S.-dollar sales, with the middle half selling between $17,400 and $33,000. Sales in this window ran from $9,101 to $97,000. Of 27 sales with a known mileage, the median odometer reading was 50,000 miles. Of the 27 sales with a known mileage, cars at or under 50,000 miles had a $42,875 median against $16,500 for higher-mileage cars.

95B.1 covers model years 2015–2018, 95B.2 the 2019–2021 facelift (full-width rear light bar, larger screen), and 95B.3 the 2022-on second facelift. A late 95B.3 S or GTS will not price anything like an early base 95B.1, so use the generation pages.

What these cars have been selling for

GENERATION	MODEL YEARS	MEDIAN	MIDDLE 50%	USD SALES	MEDIAN MILEAGE
Macan (95B.1)	2015–2018	$20,500	$16,400–$25,200	65	74,000 miles
Macan (95B.2)	2019–2021	$31,875	$26,000–$42,500	18	21,000 miles
Macan (95B.3)	2022–present	$65,500	$54,000–$78,000	11	19,000 miles

Medians and the middle 50% use the same snapshot window as the matching value page (last 12 months, or the full sample if that window is thin). Mileage is the median odometer reading among sales in that window with a known mileage. All figures are U.S. dollars only.

Generation differences

All three 95B chapters share the same core layout and many of the same wear items. What changes is equipment, safety tech, interior design and, usually, the sold price. Base, S, GTS and Turbo (and later the T) also sit in different bands; a Turbo's tires and brakes alone will surprise someone who priced the car off a base median.

Known issues

Cooling system: water pump, thermostat and pipes

Water pumps and thermostats are regular service items on these engines, not rare failures. Look for residue, a history of overheating, or a recent replacement with invoices. Coolant pipes and connections should be inspected at the same time. A Macan that has been 'topped up' without a documented repair is a car to walk away from or to inspect more carefully.

PDK, all-wheel drive and the transfer clutch

Almost every gasoline Macan uses a dual-clutch PDK. Service history matters; a harsh low-speed engagement, a flare between gears, or a neglected fluid interval is a negotiation point at best. The all-wheel-drive clutch can shudder in tight turns when it is worn. Spend part of the test drive in a parking lot, not only on a highway.

Suspension, brakes and bushings

PASM and air-suspension cars (where fitted) need a check for even ride height, noises over speed bumps, and a compressor that is not short-cycling. Control arms and bushings wear, especially on cars that have seen winter roads or big wheels. Brakes are strong and costly to refresh; measure what is left rather than assuming a recent 'brake job' meant rotors as well as pads.

Direct injection, turbos and electronics

Direct-injected engines can build intake-valve carbon with age and short-trip use. Turbocharged S, GTS and Turbo models add heat-soaked plumbing and, eventually, turbo wear. The battery, infotainment unit and various body control modules can throw warning lights that a general-scan 'codes cleared' visit will not fix for long. Bring a shop that can read the car properly.

What to inspect before you buy

- Cooling-system history and a look for residue around the pump, thermostat housing and undertray.
- PDK behavior from a crawl to a full-throttle upshift, plus a tight-turn test for all-wheel-drive shudder.
- Ride height, a rough-road loop, and brake measurements.
- A diagnostic scan, not only a clean dash, and a VIN recall check.
- Tire date codes (staggered performance tires are expensive as a set) and evidence of alignment wear.
- Confirm you are looking at a gasoline 95B, not an electric Macan, and price it from the matching 95B.1, 95B.2 or 95B.3 page.

Value pages for this guide

- Macan 95B.1 values
- Macan 95B.2 values
- Macan 95B.3 values
- All Macan values
- Macan vs Cayenne

Questions buyers ask

Which 95B year should I target?

Buy the newest generation your budget can support in good condition, then spend what is left on a clean history rather than on options. The 95B.1, 95B.2 and 95B.3 value pages show how far apart the typical sold prices sit.

How does a used Macan compare with a used Cayenne?

The Macan is smaller, usually cheaper to buy in the same model year, and still not cheap to service. The Cayenne is roomier and, in 958 form, often less expensive than a late Macan. See the Macan vs Cayenne comparison and the two generation breakdowns.

Always verify a specific car with a specialist inspection and a VIN recall check. Figures are a sample of public auction results, not every U.S. sale, and condition, mileage, history and options move any one car. Live values: https://pcarvalues.com/guides/used-macan-95b-buyers-guide/