



PORSCHE



**The Cayenne**

**THE CAYENNE**



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# THE CAYENNE

We've been building sports cars for more than 60 years. During that time, we've brought race-proven technologies to the road with Intelligent Performance – and great emotion to ordinary everyday driving.

Yet the Cayenne is anything but ordinary – especially in the SUV segment. We've also continued to drive forward the Cayenne concept. The result: a car that brings us closer to the fascinating appeal of the sports car than ever before. With higher performance, typical Porsche design genes and an interior that delivers true sports car appeal.

The Cayenne. To the point.

**Those who develop talent reap the reward.  
Sometimes in more ways than one.**

### **The Cayenne models.**

When we launched the first Cayenne in 2002, it was met with great scepticism. Can it still be considered a Porsche at all? Our reply: never before in the history of the company, had a model gone from 0 to 100,000 sold units so quickly.

The second-generation Cayenne too has firmly established itself in the SUV market, demonstrating that exceptional sports car performance is not just restricted to the road, while the first Cayenne Diesel proved once more that we are not afraid to follow unconventional paths.

The success story continued to gather momentum in 2010 – with Intelligent Performance. The sum of the ideas inherent in every Porsche.

Innovative drive systems have led to greater efficiency: fuel consumption has been reduced by up to 23% and CO<sub>2</sub> emissions by up to 26%. This was achieved thanks to the Cayenne models being considerably lighter, with each one weighing up to 185 kg less than the respective previous model. They also feature a host of advanced technologies such as the auto start/stop function (p. 40). All this has made our vehicles more dynamic, practical and comfortable than ever before.

For increased comfort and safety, Lane Change Assist (LCA, p. 111) and adaptive cruise control (p. 110) are available as an option. Ensuring a phenomenal sound experience in every seat position is the optional Burmester® High-End Surround Sound System (p. 100).

The new Cayenne GTS: an SUV descended from a thoroughbred sports car. The purist among Cayenne models, it is extremely close to the road. With exceptional performance, a reduction in ride height and sports-oriented components and materials, it offers one thing above all else: pure sporting prowess.

The most innovative – and therefore in keeping with the rest of the Porsche family – is the Cayenne S Hybrid. Its parallel full hybrid system (p. 30) harnesses the power of an electric machine (motor/generator) and an internal combustion engine. This provides several clear benefits for the driver: outstanding sports car performance combined with excellent fuel economy. Once again, typically Porsche.

The Cayenne Diesel is no exception. The drive system is based on the tried-and-tested Porsche principle. We've just refined the concept, making it even lighter and more powerful. This is what we call Intelligent Performance.

The Cayenne and Cayenne S offer increased power and efficiency, while also delivering exceptional capability off road. The result: greater driving pleasure with reduced fuel consumption and CO<sub>2</sub> emissions. On and off road. This has also been achieved through the use of advanced technologies such as direct fuel injection (DFI, p. 42), eight-speed Tiptronic S (p. 46) and VarioCam Plus (p. 41). The interaction between all components has also been optimised.

Another of our principles: high performance should never come at the expense of comfort or safety, and

this is something we have kept to. Even with a car offering the phenomenal output of the Cayenne Turbo. Its 4.8-litre V8 powerplant develops 368 kW (500 hp), which is guaranteed to set pulse rates climbing and send a shiver down the spine – both natural reactions in a turbo-charged Porsche.

Standard active safety features include Bi-Xenon main headlights with the Porsche Dynamic Light System (PDLS, p. 65). For greater comfort and performance, the car is equipped as standard with eight-speed Tiptronic S (p. 46), while Porsche Torque Vectoring Plus (PTV Plus, p. 58) enhances driving dynamics and stability.

As always, we've focused on what's really important. To the point: the Cayenne models.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**Children can give you a great deal of joy.  
Even more so when they've inherited your finest characteristics.**

## **Design.**



When you look at someone's face, you see much more than their external features. We are proud to say, it's the same with the Cayenne models. In fact, what you see is more sports performance than ever before.

The contours of the front section draw the eye, reflecting the car's excellent dynamics at first glance. The elongated bonnet is clearly reminiscent of Porsche racecars from the 1960s. The front wheel arches are extremely well defined, while the 'power-domed' bonnet further underlines the sheer power and resolution within – this is particularly dominant on the Cayenne Turbo. Other distinguishing features include the visibly drawn-in flanks.

The profile is sharper and exudes eagerness and determination.

The muscular rear wheel arches are typical of a sports car, while the contoured roof spoiler pays homage to the Carrera GT. Further proof of how harmoniously our performance concept has been integrated into our design philosophy – across the entire model range.

The tapered rear screen and streamlined rear section underline the pronounced wheel arches – for a typically distinctive rear view.

The exterior is unmistakably Porsche. The inside too. But not in the way you are used to perhaps. The desire to achieve greater agility, flexibility and everyday practicality has led to an interior that is both sporty and comfortable (p. 80 onwards): another clear reference to the Carrera GT, the centre console rises to

meet the dashboard – for an even more involving drive.

The rear cabin area is larger and more variable than before. It features split-folding seats with fore/aft adjustment and adjustable backrest angle – for extra legroom and greater comfort. In addition, a wide range of exclusive materials has been used. Practically everything has been changed, but one thing remains the same: the focus on you and your passengers.



**True, asphalt is rather grey.  
But that need not apply to what's happening on it.**

### **The new Cayenne GTS.**

GTS – three unmistakable letters which, in conjunction with the name Porsche, have written history both on and off the track. Three letters that combine exceptional racing performance with superb everyday agility and that, at Porsche, have always stood for impressive figures.

Three good reasons for us to present a new Cayenne model: the Cayenne GTS. A concept reduced to its essential elements: output, performance, intelligence. A concept that is true to its roots: the tarmac – the place where life happens for purists.

In the new Cayenne GTS beats the heart of a pure-bred athlete that knows only one direction: straight ahead. The updated, naturally aspirated 4.8-litre V8 engine

delivers 309 kW (420 hp) and maximum torque of 515 Nm. The benchmark sprint from 0 to 100 km/h (62 mph) is completed in just 5.7 seconds. Top speed comes in at 261 km/h (162 mph).

The new Cayenne GTS is also highly efficient – thanks to standard fuel-saving technologies including the auto start/stop function (p. 40), VarioCam Plus (p. 41) and direct fuel injection (DFI, p. 42).

The ride height on the steel-spring sports suspension is 24 mm lower than on the other Cayenne models – for a lower centre of gravity. Also fitted as standard, Porsche Active Suspension Management (PASM, p. 58) is an electronic damping control system. It offers continuous

adjustment of the damping forces on each wheel, depending on the current road conditions and driving style.

The striking central air intake underlines the sheer power within. The SportDesign package is fitted as standard. The athletic lower front and rear apron elements, dynamic side skirts, unique wheel arch extensions and rear spoiler with fixed bi-plane design are all finished in exterior colour. All components have been optimised in the Porsche wind tunnel to improve their efficiency and further enhance the vehicle's purposeful stance.

The Cayenne GTS is available in two exclusive special colours: Carmine Red or Peridot Metallic.

The standard sports exhaust system delivers an even more distinctive sound. For the looks to match, it features twin dual-tube tailpipes with matt black finish.

Stylish and safe: the Bi-Xenon headlights with black surround and Porsche Dynamic Light System (PDLS, p. 65) are fitted as standard. The car features the same daytime running lights as the Cayenne Turbo: each main headlight unit has four LED spotlights. The tinted taillights are also equipped with LED technology.

The Cayenne GTS is fitted with 20-inch RS Spyder Design wheels as standard. These one-part alloy wheels feature a race-inspired look and brake calipers with a red paint finish.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.



Pure sports appeal and exclusivity continue inside the new Cayenne GTS.

The car has a leather interior as standard. The optional GTS interior packages in Carmine Red or Peridot give you the opportunity to add stunning highlights to the inside of your car in conjunction with the black leather interior.<sup>1)</sup> These include the seat belts on the front and outer rear seats – and the decorative seams and embroidered 'GTS' logo on the head restraints. There are also a number of optional packages in two-tone leather, natural leather or two-tone natural leather to choose from.<sup>2)</sup>

All the door panels, armrests, seat centres and roof lining are finished in Alcantara as standard. Used extensively in motor racing, this underlines the car's tremendous athleticism.

The GTS sports seats with 8-way adjustment are highly dynamic thanks to their low positioning. With adjustable fore/aft, height and squab/backrest angle settings, they also offer exceptional comfort and support – even during performance driving.

Porsche Communication Management (PCM, p. 92) including navigation module

is available as an option. Like the standard CDR audio system, it can be combined with the BOSE® Surround Sound System (p. 98) or the Burmester® High-End Surround Sound System (p. 100).

Also available as an option in conjunction with PCM, the Sport Chrono Package (p. 59) is the ideal way to record your own personal best.

Optional adaptive cruise control (p. 110) provides added driver comfort on longer journeys, while the optional Lane Change Assist (LCA, p. 111) alerts the

driver to a vehicle in the adjacent lane via a visual signal – for added safety.

The new Cayenne GTS. Developed so that life can be enjoyed in its purest form.

<sup>1)</sup> Only in conjunction with GTS sports seats.

<sup>2)</sup> Only in conjunction with comfort memory package or adaptive sports seats.

**Everything has changed.  
Apart from the concept.**

**Cayenne.**

At Porsche, we are continually changing. Looking for a new and different approach. Without ever losing sight of where we've come from. That's how we remain true to ourselves.

The basic Cayenne concept is therefore the same. We've just continued to improve it: the Cayenne is now lighter – up to 165 kg<sup>1)</sup> depending on the specification – and also more dynamic, more comfortable, and closer to the road than ever before. Without detracting from the qualities required for off-road driving or towing heavy loads.

Its naturally aspirated 3.6-litre V6 engine features direct fuel injection (DFI, p. 42), variable valve timing on both inlet and exhaust, and a variable resonance intake

manifold – for a generous output and excellent fuel economy. In other words: we have enhanced the performance, while significantly lowering the weight, fuel consumption and CO<sub>2</sub> emissions. The figures speak for themselves: maximum torque of 400 Nm, 220 kW (300 hp), a top speed of 230 km/h (142 mph) and the ability to accelerate from 0 to 100 km/h (62 mph) in 7.5 seconds. With both fuel consumption and CO<sub>2</sub> emissions reduced by 20%.<sup>1)</sup>

Delivering this power to the road efficiently, Porsche Traction Management (PTM, p. 49) combines active all-wheel drive with an electronically variable multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR). Together they enable the perfect distri-

bution of drive torque to all four wheels, whether on long straights, through tight corners or on surfaces with different friction coefficients – for dynamic handling and increased traction. Drive is transmitted through a high-performance six-speed manual gearbox (p. 46), which ensures optimum progression through the gears.

In addition to the standard 18-inch Cayenne wheels and larger brakes, the Cayenne can be fitted with the optional Porsche Ceramic Composite Brake (PCCB, p. 68) – for even more outstanding brake performance.

Another key advantage: a total weight saving of approximately 50% compared with equivalent cast-iron discs.

The generous standard equipment includes partial-leather seats, climate control, the CDR audio system with touchscreen, cruise control and automatic headlight activation. For added comfort, there's also a 'Welcome Home' lighting function. When you arrive at a destination after dark, the headlights remain illuminated for a user-defined period, lighting your path from the car.

So, a unique blend of the great sports performance and unrestricted everyday practicality that is typical of Porsche. Let's be honest, would you have expected anything else?



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.



**The only thing running low on long journeys:  
fuel consumption.**

**Cayenne Diesel.**

Boasting outstanding performance and efficiency, the Cayenne Diesel is ideal for longer journeys – offering high levels of torque, while fuel consumption remains low.

Its 3.0-litre V6 turbo-diesel engine is now more powerful and refined, and approximately 20 kg lighter.<sup>1)</sup> The unit generates 180 kW (245 hp) and maximum torque of 550 Nm. The sprint to 100 km/h (62 mph) requires just 7.6 seconds. Top speed is 220 km/h (136 mph). Fuel consumption now comes in at just 7.2 l/100 km (39.2 mpg) in the combined test cycle.<sup>2)</sup>

Direct fuel injection comes courtesy of a common-rail injection system. The piezoelectric injectors enable multiple injections at a pressure of up to

2,000 bar, ensuring optimum distribution of the air/fuel mixture – for improved dynamics.

The turbocharger on the Cayenne Diesel features Variable Turbine Geometry (VTG, p. 44). Combined with optimised channelling of the intake air, it enhances the charging effect, thereby generating a higher output and impressive torque, even at low engine speeds.

The standard eight-speed Tiptronic S includes gearshift controls on the steering wheel. Transmitting the high torque of the Cayenne Diesel smoothly and effectively, the eight gears are designed to facilitate both economical driving with low fuel consumption and performance driving with emphatic acceleration.

Porsche Traction Management (PTM) permanent all-wheel drive with self-locking centre differential transmits the car's power to all four wheels with optimum precision and control.

Available as a no-cost option, the 100-litre fuel tank increases the range to well over 1,000 km (620 miles) while keeping the engine rpm and noise levels low.

The Cayenne Diesel: proof that a 100-metre sprinter can also run a marathon.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup> Compared to previous model (Model Year 2010).  
<sup>2)</sup> For details on the test procedure, please refer to page 150.

## Power, precision and the potential for more.

### Cayenne S.

The Porsche 'S' has long been a mark of heightened sports performance and abundant reserves of power. On the Cayenne S, it also stands for strength, agility and efficiency.

At the heart of the car is a naturally aspirated 4.8-litre V8 engine featuring direct fuel injection (DFI, p. 42), VarioCam Plus (p. 41) and a two-stage intake manifold. This helps to reduce fuel consumption and emissions<sup>1)</sup>, while ensuring maximum output. In short: 294 kW (400 hp), maximum torque of 500 Nm and a top speed of 258 km/h (160 mph). The Cayenne S accelerates from 0 to 100 km/h (62 mph) in as little as 5.9 seconds. Fuel consumption has been reduced by up to 23% and CO<sub>2</sub> emissions by as much as 26%.<sup>1)</sup>

The weight of the car has also been lowered by 180 kg.<sup>1)</sup>

Drive is transmitted to the road with smoothness and precision by the standard eight-speed Tiptronic S, which includes gearshift controls on the steering wheel. The result: optimum use of the available power reserves.

Of course, to apply exceptional power like this effectively, it needs to be harnessed and controlled. For example, by Porsche Traction Management (PTM, p. 49). On the Cayenne S, this active all-wheel drive system features an electronically variable, map-controlled multi-plate clutch, an automatic brake differential (ABD, p. 49) and anti-slip

regulation (ASR, p. 49). Working in conjunction with advanced Porsche Stability Management (PSM, p. 70), PTM ensures the required torque split in every driving scenario. On or off road. During performance driving, as well as on leisurely journeys or when towing heavy loads.

The black slats on the air intakes make them appear larger, and the car wider. Other distinctive features include the 18-inch Cayenne S III wheels.

The Porsche 'S'. A mark to which the Cayenne S holds true.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.



**A hybrid is like a good marriage.  
Only with two better halves.**

### **Cayenne S Hybrid.**

We have always gone our own way. This is the hallmark of our independent spirit. Only thus can we continue to meet our high performance standards. And yours. For the Cayenne S Hybrid we chose a highly sophisticated technical concept. Thanks to Intelligent Performance, it perfectly embodies the key principle of an alternative drive: efficiency.

The parallel full hybrid drive (p. 30) on the Cayenne S Hybrid features a 3.0-litre V6 supercharged engine and an electric machine (motor/generator) that provides additional power on demand. It offers levels of acceleration that are comparable with a V8 unit, but with a reduction of up to 22% in both fuel consumption and CO<sub>2</sub> emissions compared to the Cayenne S.

The engine delivers 245 kW (333 hp), while the electric machine generates 34 kW (47 hp). Working in tandem, they produce a total output of 279 kW (380 hp).

With a top speed of 242 km/h (150 mph), acceleration from 0 to 100 km/h (62 mph) takes 6.5 seconds. Maximum torque is 580 Nm.

On the parallel full hybrid system, the electric machine and a decoupler are integrated directly into the drivetrain between the combustion engine and the eight-speed Tiptronic S. The decoupler ensures positive engagement with the combustion engine, thereby offering several benefits – both for the driver and the environment.

Under moderate acceleration, the electric machine can power the vehicle independently. In order to drive quietly through residential areas, for example. The generator can also be used to recuperate energy during braking, i.e. for charging the battery.

In addition, the electric machine can be used to boost performance – for faster acceleration.

Other energy-saving features include the car's ability to glide along, even when the engine is turned off. The hybrid system therefore also brings significant advantages when not driving in urban traffic, as the vehicle can simply 'coast' along

many stretches of road without any power at all. Together with the auto start/stop function, the parallel full hybrid system offers exceptional levels of performance and efficiency.

The 'hybrid' designation on each front wing alludes to the innovative drive concept within.

Inside the car, the TFT colour display in the instrument cluster provides information on the current energy flow. Further driving data is displayed via the optional Porsche Communication Management (PCM). But the greatest benefit of all: the Cayenne S Hybrid is a Porsche. And it drives like one too.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**Reduced weight, lower fuel consumption, fewer emissions.  
At Porsche, we believe less is more.**

### **Cayenne Turbo.**

Understatement coupled with clear statements: lower fuel consumption, faster acceleration.<sup>1)</sup> Supreme engineering that speaks for itself. In short, everything you'd expect from a Turbo.

Another clear statement is the distinctive sound from the twin dual-tube tailpipes. Produced by the 4.8-litre twin-turbo V8 engine that delivers 368 kW (500 hp) and features direct fuel injection (DFI, p. 42). The car has a top speed of 278 km/h (172 mph) and the benchmark sprint from 0 to 100 km/h (62 mph) is completed in 4.7 seconds. Maximum torque is 700 Nm. Here too, fuel consumption has been reduced by 23% and CO<sub>2</sub> emissions by 25%.<sup>1)</sup> Not least thanks to a weight saving of 185 kg.<sup>1)</sup>

Optimum traction and safety are provided by Porsche Traction Management (PTM, p. 49) active all-wheel drive. Also connecting the car to the road are the 19-inch Cayenne Turbo wheels – wheels up to 21 inches in diameter are available as an option. The chassis on the Cayenne Turbo is equipped as standard with air suspension featuring self-levelling and ride-height control, as well as Porsche Active Suspension Management (PASM, p. 58). This electronic damping control system offers continuous adjustment of the damping forces on each wheel – depending on current road conditions and driving style. This enables greater car control, improving safety and comfort.

Comfort is also key in the Cayenne Turbo interior. Standard equipment comprises an interior package in smooth-finish leather, a rooflining in Alcantara and an electrically adjustable steering column.

Also fitted as standard: the BOSE® Surround Sound System, Porsche Communication Management (PCM) with navigation module, adaptive sports seats with comfort memory package (18-way), Tyre Pressure Monitoring (TPM, p. 60), automatic headlight activation and automatically dimming exterior and interior mirrors.

Exterior features exclusive to the Cayenne Turbo include Bi-Xenon main headlights with Porsche Dynamic Light

System (PDLS, p. 65), larger air intakes and a distinctive 'power dome' on the bonnet – a clear reference to the enormous potential within.

Following our long established principles, the Cayenne Turbo blends phenomenal performance with outstanding comfort and efficiency. It does so in style, but without ever compromising on any one in particular. Because we believe that less can also mean more.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.

# DRIVE SYSTEMS AND CHASSIS

How could we make the Cayenne more powerful and yet, at the same time, more efficient? Where should we start? It's obvious, really. 1948 – where else? That's when the values that we hold so dearly today – and will continue to do so in the future – were established.

After all, is there anything wrong with having progressive concepts, social responsibility and a clear direction?



**Hybrid, diesel, petrol. Many different options.  
One outcome: Porsche.**

**Drive systems.**

**The drive system of the Cayenne S Hybrid.**

Hybrid drives are suitable for use in a wide range of scenarios. On road, off road or on the track – to us, it's about using technology in the most intelligent way. Intelligent Performance enables us to introduce hybrid technology into a variety of different vehicle concepts.

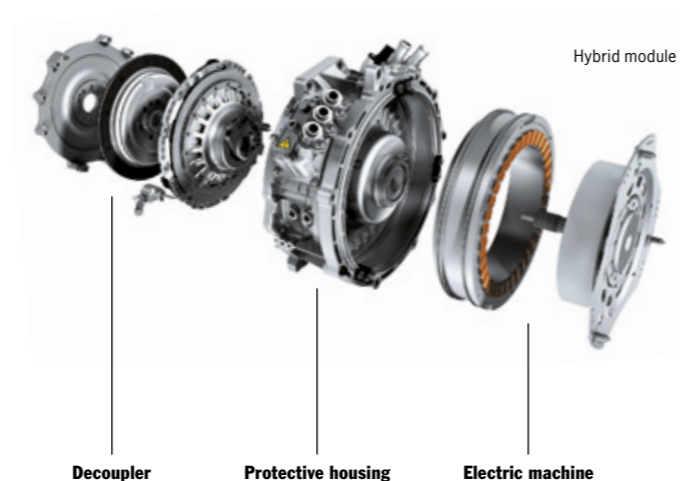
The clearest proof of this is the 918 Spyder – a current concept study for the super sports car of the future. The electric machines in its plug-in hybrid system work in conjunction with the high rpm engine to deliver exceptional performance with incredibly low fuel consumption.

Another example of a track-derived racing vehicle is the 911 GT3 R Hybrid. With its front-wheel hybrid drive and flywheel

storage system, it is an extremely modern interpretation of a thoroughbred racecar with great potential for the future.

With the Cayenne S Hybrid, our primary focus was on meeting customer requirements in terms of athleticism, high efficiency and greater everyday practicality. The result: the parallel full hybrid.

The Cayenne S Hybrid has a 3.0-litre V6 supercharged engine. The charging effect of the compressor ensures high levels of torque, even at low engine speeds. The unit generates an output of 245 kW (333 hp). 440 Nm of torque is available between 3,000 and 5,250 rpm, enabling a low-rev, economical driving style while offering exceptional reserves of power.

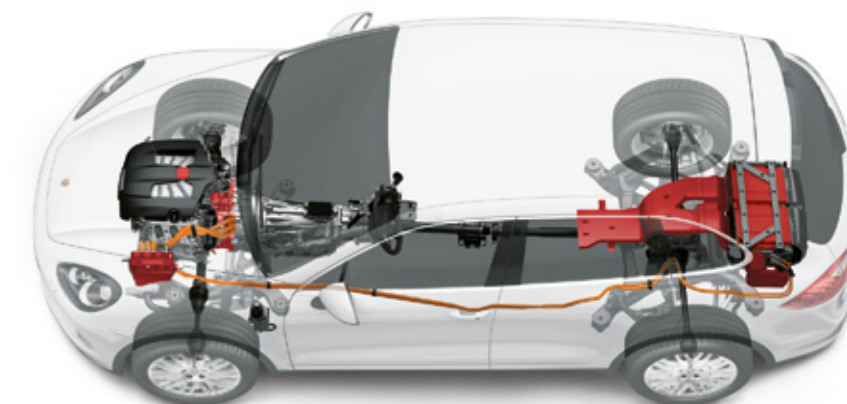


At 288 volts, the electric machine has a maximum output of 34 kW (47 hp). The benefits of the synchronous motor with inner rotor design are extremely compact dimensions and high levels of efficiency. It also acts as a starter motor and alternator. Working in tandem, both units provide a total output of 279 kW (380 hp) and maximum torque of 580 Nm, propelling the car from 0 to 100 km/h (62 mph) in just 6.5 seconds. These are the levels of acceleration you would usually expect from an eight-cylinder unit, but with a combined fuel consumption of 8.2 l/100 km (34.4 mpg) in the EU cycle.<sup>1)</sup>

On the parallel full hybrid system, the electric machine is integrated directly into the drivetrain. The hybrid module

is situated between the transmission and the combustion engine. The engine is engaged and disengaged using a specially designed decoupler.

The electronic engine management system receives all information on the driving and energy status and controls both drive systems to ensure optimum performance in any driving scenario. It shuts off the combustion engine and switches it back on. Thanks to the ultra-fast decoupler and instantaneous engine start-up, all of this goes unnoticed by the driver. Under moderate acceleration, the electric machine can power the vehicle independently using electricity alone. For example, for driving quietly through residential areas. In addition,



Parallel full hybrid

it can be used to boost performance – for even faster acceleration.

The parallel full hybrid concept also comes into its own during performance driving. When the Cayenne S Hybrid is driven at high speeds and on overrun, the combustion engine is automatically disengaged from the drivetrain and shut

off: the car continues to 'coast' along. Engine drag and the associated losses are eliminated and efficiency is increased at speeds of up to 156 km/h (96 mph).

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>For details on the test procedure, please refer to page 150.

### E-power button.

The 'e-power' button can be used to expand the range in which the vehicle can be run solely on electric power, when heading out of a residential area, for instance. The throttle map is adapted so that the combustion engine is engaged later than in 'Normal' mode depending on performance requirements. This is activated via a button on the centre console.

### Battery.

The hybrid system features a high-voltage nickel metal hydride (NiMH) battery consisting of 240 cells. It provides the electric machine with the energy

required for the vehicle to drive short distances solely on electric power.

The compact battery is located under the loadspace floor in the luggage compartment. Weighing approximately 80 kg, its dimensions are 426 mm x 925 mm x 286 mm.

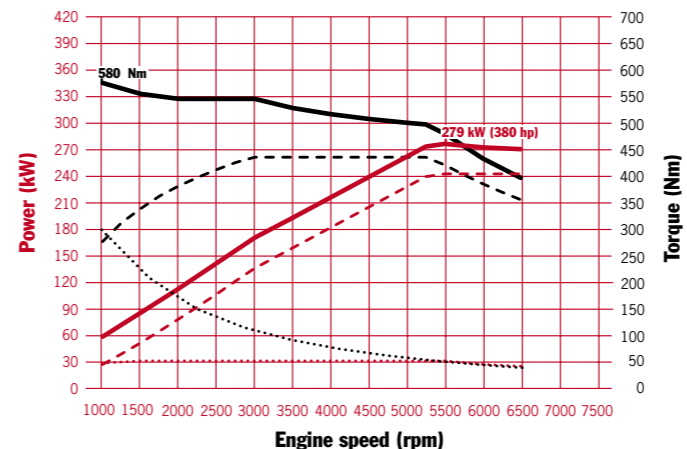
The battery is designed to last without the need for any maintenance throughout its entire life. As the electric machine also functions as a generator, it can charge the battery under certain conditions when the combustion engine is in part-throttle mode and through energy recovery during braking. A special battery

management and cooling system maintains a constant temperature and protects the battery from overheating. It also monitors the charge/discharge processes. As a result, the life of the battery is optimised and its suitability for everyday use ensured, while offering a high capacity: 1.7 kWh.

Systems that are usually dependent on the output provided by the combustion engine, such as climate control, power steering and brake assist, run solely on electricity on the Cayenne S Hybrid. As they do not rely on output from the engine, these functions remain active when the car is running in electric mode

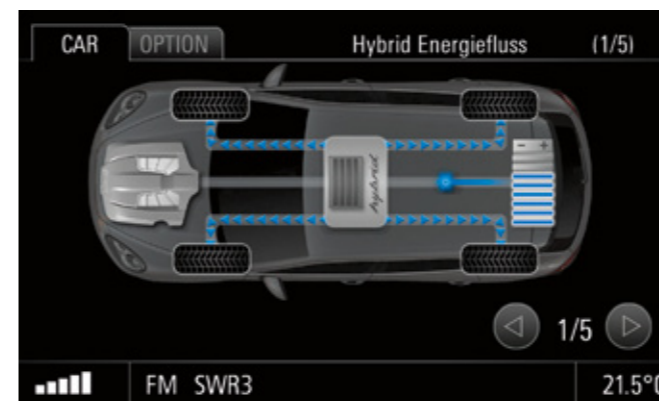
or when it is 'coasting' or gliding along with the engine turned off.

In summary: despite its six-cylinder powerplant, the Cayenne S Hybrid offers performance levels that are comparable with an eight-cylinder unit – but with significantly lower fuel consumption. Also when it comes to hybrid drives, we've taken a completely new path. Hardly surprising really, with a technology this convincing.



Cayenne S Hybrid: 580 Nm at 1,000 rpm, 279 kW (380 hp) at 5,500 rpm

- Cayenne S Hybrid system (combined)
- - - Cayenne S Hybrid combustion engine
- · · Cayenne S Hybrid electric machine



Energy management display in PCM: electric mode



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.



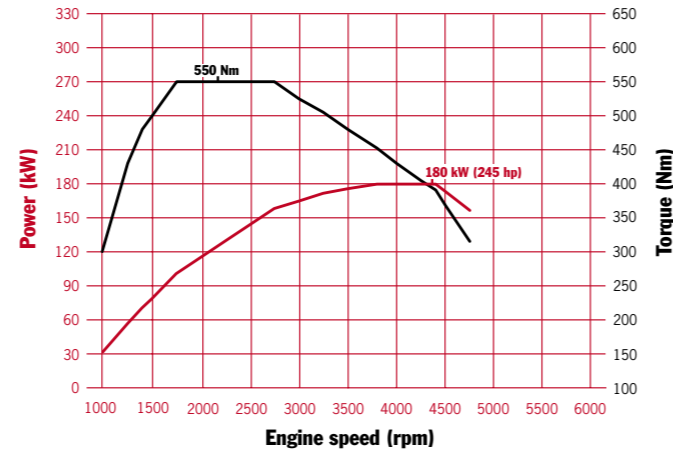
Cayenne Diesel engine

### The engine of the Cayenne Diesel.

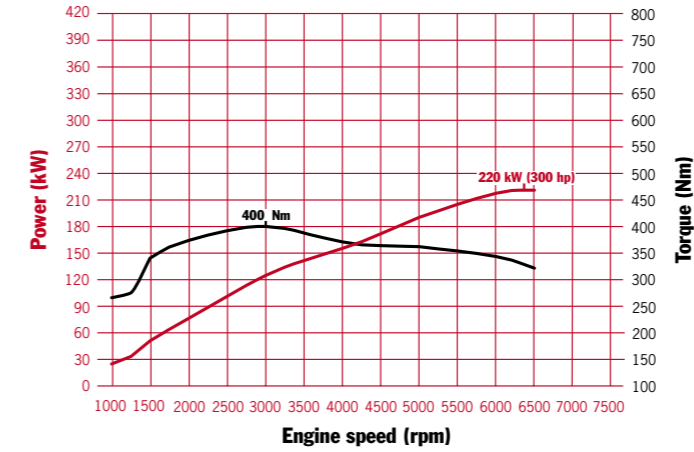
The Cayenne Diesel is powered by a 3.0-litre V6 turbo-diesel engine with a common-rail injection system. Its turbocharger features Variable Turbine Geometry (VTG, p. 44). The incoming exhaust gases drive a set of electronically variable turbine blades whose angle is continuously adjusted to ensure optimum

performance under all engine loads. This results in an output of 180 kW (245 hp) and maximum torque of 550 Nm. The car accelerates from 0 to 100 km/h (62 mph) in 7.6 seconds. Maximum torque is available between 1,750 and 2,750 rpm. Top speed is 220 km/h (136 mph), while fuel consumption has been lowered.<sup>1)</sup>

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.



Cayenne Diesel: 550 Nm between 1,750 and 2,750 rpm, 180 kW (245 hp) between 3,800 and 4,400 rpm



Cayenne: 400 Nm at 3,000 rpm, 220 kW (300 hp) at 6,300 rpm

### The engine of the Cayenne.

On all Cayenne petrol engines, we have used direct fuel injection (DFI, p. 42) to achieve a significant increase in specific power and torque as well as better fuel economy and lower emissions.<sup>2)</sup>

The Cayenne features a naturally aspirated 3.6-litre V6 engine with direct fuel injection (DFI) and variable valve timing on both inlet and exhaust. The unit delivers 220 kW (300 hp) at 6,300 rpm and maximum torque of 400 Nm at



Cayenne engine

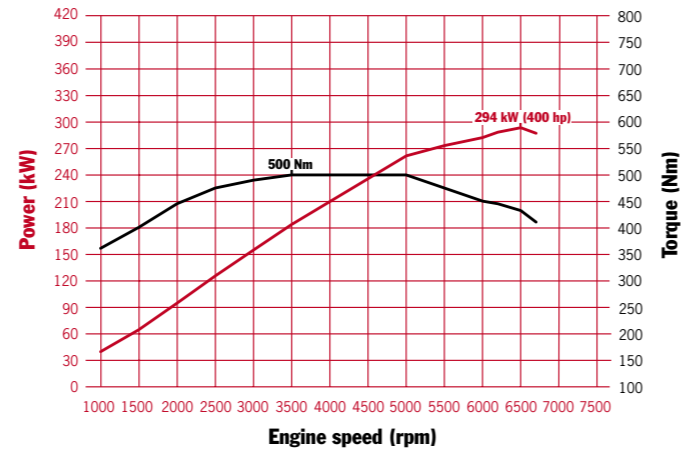
3,000 rpm. Maximum speed is 230 km/h (142 mph). The car requires 7.5 seconds to reach 100 km/h (62 mph) with a manual gearbox. At the same time, fuel economy has been improved by up to 20%.<sup>2)</sup>

<sup>1)</sup> Compared to previous model (Model Year 2010).

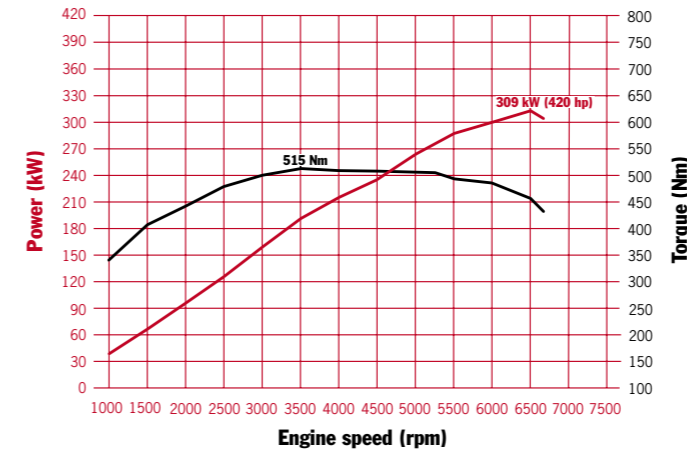
<sup>2)</sup> Compared to previous model.



Cayenne S engine



Cayenne S: 500 Nm between 3,500 and 5,000 rpm, 294 kW (400 hp) at 6,500 rpm



Cayenne GTS: 515 Nm at 3,500 rpm, 309 kW (420 hp) at 6,500 rpm



Cayenne GTS engine

**The engine of the Cayenne S.**

The Cayenne S has a naturally aspirated 4.8-litre V8 engine with direct fuel injection (DFI, p. 42), VarioCam Plus (p. 41) and a two-stage intake manifold. The unit generates 294 kW (400 hp) at 6,500 rpm. Maximum torque of 500 Nm is available between 3,500 and 5,000 rpm.

Fitted with eight-speed Tiptronic S as standard, the car is capable of accelerating from 0 to 100 km/h (62 mph) in 5.9 seconds. Top speed is 258 km/h (160 mph), while fuel consumption has been reduced by 23%.<sup>1)</sup>

**The engine of the new Cayenne GTS.**

The new Cayenne GTS is powered by an updated, naturally aspirated 4.8-litre V8 engine. Featuring direct fuel injection (DFI, p. 42) and VarioCam Plus (p. 41), it delivers 309 kW (420 hp) at 6,500 rpm.

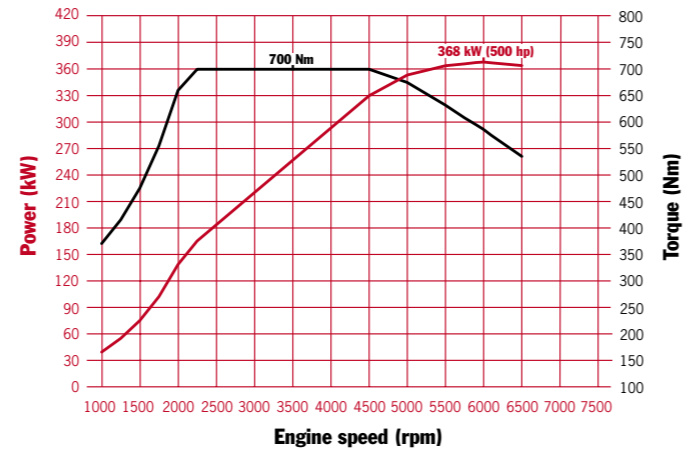
Maximum torque of 515 Nm is available at 3,500 rpm. The benchmark sprint from 0 to 100 km/h (62 mph) is completed in just 5.7 seconds. Top speed comes in at 261 km/h (162 mph).

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.



Cayenne Turbo engine



Cayenne Turbo: 700 Nm between 2,250 and 4,500 rpm, 368 kW (500 hp) at 6,000 rpm

**The engine of the Cayenne Turbo.**

The Cayenne Turbo is powered by a 4.8-litre twin-turbo V8 engine featuring direct fuel injection (DFI, p. 42), VarioCam Plus (p. 41) and charge-air cooling. It generates 368 kW (500 hp) at 6,000 rpm. Maximum torque of 700 Nm is available between 2,250 and

4,500 rpm. Maximum speed is 278 km/h (172 mph), while the sprint from 0 to 100 km/h (62 mph) takes as little as 4.7 seconds. By introducing a range of measures, e.g. standard fitment of the eight-speed Tiptronic S, we have been able to make the car 23% more fuel efficient.<sup>1)</sup>

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.



**The heart of every Porsche.  
Applying power with intelligence.**

**Engine technology.**



**Auto start/stop function.**

The Cayenne models that are equipped with eight-speed Tiptronic S also feature an auto start/stop function. If, for example, you stop at traffic lights and keep your foot on the brake pedal, the auto start/stop function will automatically cut the engine. Although the engine is not running, all audio and communication systems remain switched on and the standard climate control continues to maintain the selected temperature. The only changes you'll perceive: peace and quiet and – thanks to greater fuel economy – also peace of mind.

The system is deactivated in certain situations, e.g. if the outside temperature is very high or the battery charge is low. The starter motor has been revised to

cope with the additional demands of the system, and the battery charge and life are continuously monitored. The battery and starter motor are replacement parts that are subject to greater wear and tear with frequent use of the auto start/stop function.

Standard on the Cayenne Diesel, Cayenne S, Cayenne S Hybrid, Cayenne GTS and Cayenne Turbo. Available as an option for the Cayenne in conjunction with the optional Tiptronic S.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**VarioCam Plus.**

VarioCam Plus creates two engines out of one by steplessly adjusting the inlet valve timing and lift.

The system differentiates between normal road usage and performance driving, adapting seamlessly as driver inputs change. All functions are automatically controlled by the engine management system. All you experience is responsive acceleration and ultra-smooth running characteristics. Inlet valve timing is steplessly adjusted. To improve response when starting from cold, for example, VarioCam Plus selects the higher lift setting and retards valve timing.

At medium revs and minimal load, the valve lift is lowered and timing advanced to minimise fuel consumption and emissions. At low engine speeds in particular,

VarioCam Plus significantly improves fuel economy. To achieve maximum power and torque, the valve lift is raised.

Overall, the system provides greater performance with relatively modest fuel consumption.



VarioCam Plus

Standard on the Cayenne S, Cayenne GTS and Cayenne Turbo.

**Variable valve timing.**

The V6 engine in the Cayenne features variable valve timing on both inlet and exhaust. The camshaft phase angles are continuously varied by the engine management system via rotary-vane adjusters.

On the Cayenne S Hybrid, the inlet valve timing is continuously adjusted.

The key benefits include better fuel economy and lower emissions. It also helps to generate greater power and torque – even at low engine speeds.

Standard on the Cayenne and Cayenne S Hybrid.

**Compression with precision.  
Essential for getting right to the point.**

**Direct fuel injection (DFI).**

DFI injects fuel directly into the combustion chamber at up to 120 bar with millisecond precision using electromagnetic injectors. The injector position and spray geometry have been carefully designed to improve output, torque, fuel economy and emissions. The swirling of the fuel as it enters each chamber increases the mixing of air and fuel, thereby enhancing combustion. By forming the air/fuel mixture directly in the combustion chamber, DFI contributes to engine cooling. As a result, it was possible to increase the compression ratio and therefore power and efficiency.

**Direct fuel injection on the diesel engine (common-rail injection system).**

On the Cayenne Diesel, direct fuel injection comes courtesy of a common-rail injection system. The injection pressure is now up to 2,000 bar, ensuring optimum distribution of the air/fuel mixture – for greater performance. The piezoelectric injectors provide flexible injection rate adjustment, using exactly metered quantities of fuel, with multiple injections for each power stroke to deliver smooth combustion.

**Cooling systems.**

A high-performance engine can only maintain its maximum capability over a long service life if all components are operating consistently within a specific temperature range. The engines in the Cayenne models are therefore designed for efficient cooling.

In order to reduce the frictional losses that occur during warm-up, all Cayenne models feature comprehensive thermal management. Using intelligent control, it activates the different cooling circuits individually and on demand, thereby ensuring that the optimum operating temperature for the engine and transmission is reached more quickly. This minimises friction – and keeps fuel consumption and CO<sub>2</sub> emissions low.



The V8 engines have an enhanced coolant management system offering effective temperature control throughout the engine. While 20% of coolant flows longitudinally through the crankcase, the remaining 80% serves the cylinder heads using the proven cross-flow principle (from hot to cold).

On all Cayenne models, the piston heads are cooled using oil-spray jets integrated within the main lubrication system.

The entire cooling system is designed for prolonged heavy-duty use, e.g. off-road driving or heavy towing and carrying applications.

**Lubrication.**

The V8 engines use dry-sump lubrication to ensure a consistent supply of oil in all load conditions, especially in off-road terrain. The oil reservoir is located inside the engine. This saves on space and reduces weight.

Oil is circulated around the V8 engines using a demand-driven pump. This has been designed for the toughest driving scenarios on and off road, including performance driving and extreme gradients.

The V6 engines have a wet-sump lubrication system. Ensuring a reliable supply of oil, whatever the driving conditions.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

#### **Air intake system.**

The Cayenne models are all equipped with a resonance air intake system. This technology uses the pressure waves generated by the inlet valves to ‘force’ air into the engine.

The effect is further enhanced on the V6 engine in the Cayenne and the V8 engine in the Cayenne S and the Cayenne GTS by a two-stage intake manifold. This variable geometry combines all the benefits of a long intake tube (higher torque at low rpm) with those of a shorter length (more power at higher rpm).

The result: highly impressive torque ratings across the entire engine speed range.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

#### **Turbocharging system in the Cayenne Turbo.**

In the Cayenne Turbo, the engine is assisted by twin turbocharger units arranged in parallel – one for each bank of cylinders. Incoming air is passed through a filter and compressed by the turbine units. Its temperature is then reduced in the twin intercooler system, which improves cylinder charging and limits thermal loads on the engine.

#### **Supercharging system in the Cayenne S Hybrid.**

The engine in the Cayenne S Hybrid is equipped with a supercharger. For a more direct response, even at low revs and road speeds. This is particularly useful when driving in urban traffic. The supercharger has a low-temperature water cooling system for cooling the charge air.

#### **Variable Turbine Geometry (VTG) in the Cayenne Diesel.**

The turbocharger in the Cayenne Diesel features Variable Turbine Geometry (VTG). The gas-flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry in all types of turbo, large or small, and thus achieve the optimum gas-flow characteristics. As a result, even at low engine rpm, the turbine speed is maximised. For a significant increase in boost pressure, excellent cylinder charging plus greater power and torque.

#### **Electronic engine management.**

Cultured performance in all driving scenarios requires comprehensive engine control. The electronic engine management system does this by continually monitoring the relevant input data from a variety of sophisticated sensors. This data is then compared with a corresponding set of reference values. Based on this information, a range of key engine functions, e.g. ignition and injection timings as well as injection quantities, are seamlessly and automatically adjusted. Other major functions include on-board recuperation. It ensures that the on-board power supply is only replenished while the vehicle is on the overrun. This boosts fuel economy as well as performance, and ensures maximum engine output during acceleration. All this goes unnoticed by the driver, apart from the obvious benefits: lower fuel consumption and CO<sub>2</sub> emissions plus greater power and torque at all times.

#### **Exhaust system.**

The lightweight exhaust systems in the Cayenne models are made from special, long-life stainless steel. The key features of the catalysis are high efficiency, faster warm-up and a long service life.

#### **Sports exhaust system.**

Available as an option on the Cayenne and Cayenne S and included as standard on the Cayenne GTS, the sports exhaust system<sup>1)</sup> provides an even more distinctive sound. For the looks to match, it comes with a specially designed set of twin dual-tube tailpipes with a high-gloss finish. On the Cayenne GTS, these are finished in matt black.

All exhaust systems, standard and sports, comply with the EU 5 emissions legislation.

<sup>1)</sup>For Cayenne only in conjunction with Tiptronic S.



Sports exhaust system with twin tailpipe trims in matt black



Tailpipes on the Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid



Tailpipes on the Cayenne Turbo



Sports exhaust system (optional)

**Precision control.  
Whatever your choice of terrain.**

**Transmission.**



Tiptronic S gear selector

**Six-speed manual gearbox.**

The six-speed manual gearbox on the Cayenne has been specifically adapted for the demands of high-performance use. The gear lever throw is short and precise, and each of the six ratios has been selected for optimum progression through the gears. As the centre console rises to meet the dashboard, the gear lever is close to hand – for an even more engaging drive.

The standard upshift display in the instrument cluster helps to reduce fuel consumption still further.

Eight-speed Tiptronic S is also available as an option on the Cayenne in conjunction with the auto start/stop function.

Standard on the Cayenne.

**Eight-speed Tiptronic S.**

The outstanding feature of the eight-speed Tiptronic S is a particularly wide ratio spread. First gear is designed for optimum acceleration when pulling away and greater performance when tackling ascents and towing loads in off-road terrain. Top speed is reached in 6th gear (in 7th gear on the Cayenne Diesel). The remaining upper gears are used to lower the revs at high speed, thereby enhancing fuel economy and occupant comfort.

On the motorway in particular, driving at low revs will significantly reduce the noise level inside the vehicle.

In automatic mode, the driver can influence gearshifts on the Tiptronic S using the throttle and brakes alone. Tiptronic S automatically adapts the gearshift points for performance driving – equally, if a more defensive driving style is detected, the system selects a gearshift point that offers maximum fuel economy. Under heavy braking, Tiptronic S shifts down to maximise engine braking.

An electric pump is used to maintain the required pressure of the transmission fluid, e.g. to transmit high levels of torque at lower engine speeds.

The standard sports steering wheel in conjunction with Tiptronic S has two ergonomic switches for manual gear changes. One press forward with the thumb and Tiptronic S shifts up. One pull backwards with the index finger and Tiptronic S shifts down. Either the right or left-hand switch can be used. The result: an even more dynamic response when changing gear.

Standard on the Cayenne Diesel, Cayenne S, Cayenne S Hybrid, Cayenne GTS and Cayenne Turbo. Optional for the Cayenne.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.



**Intelligent, discreet, responsive.  
The ideal travelling companion.**

**Porsche Traction Management (PTM)  
on the Cayenne, Cayenne S,  
Cayenne GTS and Cayenne Turbo.**

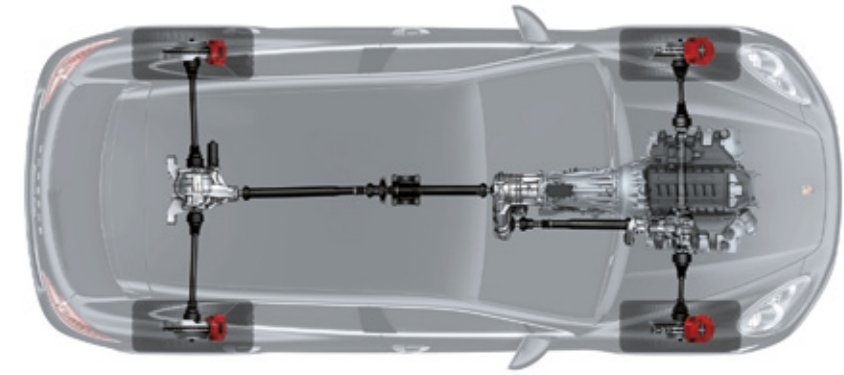
Porsche Traction Management (PTM) is an active all-wheel drive system with an electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

Torque is distributed between the front and rear axles by means of the electronically variable multi-plate clutch. For the toughest off-road terrain, the differential can be locked using the PTM control on the centre console. With the aid of on-board sensors, the status of the car is continuously monitored and the front/rear split is adjusted to match changing driving conditions. The sensors are used to measure a range of values, including

the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car, and the current steering angle.

If, for example, the rear wheels threaten to lose traction under acceleration, a greater proportion of drive torque is automatically transmitted to the front axle by a more positive engagement of the multi-plate clutch. In addition, ASR minimises wheel spin. During cornering, the required level of engine torque is distributed to the front wheels to ensure excellent lateral stability.

In conjunction with advanced Porsche Stability Management (PSM, p. 70), PTM ensures the perfect distribution of drive torque for optimum traction in all road



All-wheel drive on the Cayenne, Cayenne S, Cayenne GTS and Cayenne Turbo

scenarios, whether on long straights, through tight corners or on surfaces with different friction coefficients. If one of the wheels is about to lose traction, PTM uses the ABD function to apply the corresponding brake. As a result, more drive is automatically transferred to the opposite wheel. If both wheels on one axle are in danger of slipping, ASR immediately intervenes and modifies engine output to maintain drive. As well

as enhancing traction and active safety, Porsche Traction Management (PTM) offers exceptional handling and driving dynamics.

Standard on the Cayenne, Cayenne S, Cayenne GTS and Cayenne Turbo.

**Porsche Traction Management (PTM) on the Cayenne Diesel and Cayenne S Hybrid.**

The Cayenne Diesel and Cayenne S Hybrid feature a permanent all-wheel drive system with self-locking centre differential. This provides a standard torque split of 60% to the rear and 40% to the front. If one of the wheels is about to lose grip, the self-locking centre differential transmits the torque to the axle offering the highest level of traction. The ASR and ABD systems work in the same way as in the PTM on the Cayenne, Cayenne S and Cayenne Turbo.

On the Cayenne Diesel and Cayenne S Hybrid, PTM also enables variable distribution of engine torque to the rear

wheels, thereby enhancing steering precision and driving dynamics. Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel. This supports the steering motion of the car, thereby improving its cornering dynamics.

Standard on the Cayenne Diesel and Cayenne S Hybrid.

**Porsche Hill Control (PHC).**

A standard feature on all Cayenne models, Porsche Hill Control (PHC) provides downhill assistance by maintaining a constant rate of speed on extreme downhill gradients. It is activated via a

switch on the centre console. The speed can be set to between 3 and 30 km/h (2 and 18 mph).



**From urban jungle to the windy wilds.  
The Cayenne is perfectly at home on any terrain.**

**Off-road capability.**

Steep ascents leading to snow-covered mountain lodges, boggy ground or muddy, loose surfaces – all situations that the Cayenne handles superbly with intelligent all-wheel drive. The drive systems featured on the Cayenne models deliver exceptional torque. For plenty of power on tap. On any terrain.

**Operating concept.**

With the help of Porsche Traction Management (PTM), the Cayenne can cope with even the most demanding off-road scenarios. Simply move the main off-road control on the centre console forward or backward to select one of up to three off-road modes (depending on the model). Available on the Cayenne, Cayenne Diesel, Cayenne S,

Cayenne GTS and Cayenne Turbo, this function readies the car for off-road use or reverts the setting to normal road driving.

In Off-road Mode 1, for example, the maps for all relevant systems, e.g. ABS, are adapted to provide optimum traction. In addition, High Level I is selected on vehicles featuring air suspension with PASM. If that's not enough, the air suspension can be raised further to High Level II to increase the approach/ departure angle and wading depth.<sup>1)</sup>

Push the off-road control forward again on the Cayenne, Cayenne S, Cayenne GTS and Cayenne Turbo to activate Off-road Mode 2 – for even greater traction on

difficult terrain, the multi-plate clutch can be fully locked.

The electronically variable rear differential on the optional Porsche Torque Vectoring Plus (PTV Plus, p. 58) is integrated within the all-wheel drive system. This automatically ensures the optimum distribution of drive torque on particularly uneven surfaces. If one of the rear wheels begins to slip, the rear differential varies the amount of torque transmitted through each drive shaft, thereby restoring traction. In Off-road Mode 3, the rear differential can be manually locked using the main off-road control. Then both rear wheels receive the same amount of torque, regardless of surface conditions. The optional PDCC (p. 57) enables

greater wheel articulation in all three modes, improving traction still further.

For effective prevention of damage to the underside of the car, all Cayenne models can be equipped with optional off-road underbody protection comprising rock rails with integrated skid plates, a reinforced engine-bay guard, additional protection for fuel tank and rear axle, and a second towing lug.



Main off-road control

<sup>1)</sup>The new Cayenne GTS has a steel-spring sports suspension with a 24-mm reduction in ride height (20-mm reduction with optional air suspension). This will lead to restricted capability when driving off road.



**Shedding weight.  
Adding agility, economy and comfort.**

**Chassis.**

**Weight reduction.**

The axle concept on the Cayenne models features consistent lightweight construction. The results: enhanced driving dynamics, lower fuel consumption and optimum occupant comfort.

**Front axle.**

The chassis on the Cayenne models offers a direct response – for a more rewarding driving experience. The wishbones on the subframe-mounted front suspension with high-mounted upper arms are in aluminium. This axle design ensures accurate wheel location, greater agility and minimal interference on uneven surfaces. The subframe is secured on large rubber mountings that reduce road noise to a minimum.

It is also specially constructed to increase stability. For enhanced comfort and even greater active and passive safety. In the event of an impact, the subframe deforms in a predefined manner.

**Rear axle.**

The rear axle features multi-link suspension. Ideal for performance road and track use, it also copes well with the extremely high towing and carrying loads that are possible with each Cayenne. The suspension struts are angled to allow longer suspension travel and create a deeper and wider cargo area. As well as providing additional space, the car is also easier to load.

The rear axle design minimises dive and squat under acceleration and braking. It also improves mid-corner stability and compensates for sudden load transfer.

In short: it enables a more relaxed way of driving. Examples of intelligent lightweight construction on the rear axle include hollow drive shafts.

**Steering.**

The steering system has been completely revised and adapted for a more immediate response and greater driving dynamics. Around the straight-ahead position, in particular, the ratio is now more direct. With the variable steering ratio and special valve settings on the power-steering system, optimum manoeuvrability is ensured. The turning circle of the Cayenne models is just 11.9 metres.

The steering column itself consists of multiple collapsing sections linked by two universal joints and a special deformation element provides additional safety in the event of a front impact.

Electro-hydraulic power steering is used for the first time on the Cayenne S Hybrid. The demand-driven pump only provides assistance to the steering as and when required, thereby contributing to overall efficiency.

**Power steering Plus.**

Power steering Plus is a speed-sensitive power-steering system.

At higher speeds, the steering becomes firmer, inputs are more precise and driver comfort is enhanced. At lower speeds, it enables easy manoeuvrability and parking.

Standard on the Cayenne S Hybrid.  
Optional for all other Cayenne models.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**Have you got a rough idea of smooth performance?  
Let us show you more.**

**Air suspension.**

The Cayenne models can be equipped with an air suspension system featuring self-levelling, ride-height control and PASM (p. 58)<sup>1)</sup> – for enhanced driving dynamics and comfort. The self-levelling facility maintains a constant ground clearance, which can easily be adjusted using the ride-height control on the centre console:

1. High Level II.<sup>2)</sup>  
58 mm above Normal Level;  
max. ground clearance: 268 mm  
(Cayenne Turbo: 273 mm); selectable at speeds of up to 30 km/h (18 mph).
2. High Level I.<sup>2)</sup>  
28 mm above Normal Level;  
max. ground clearance: 238 mm  
(Cayenne Turbo: 243 mm); selectable at speeds of up to 80 km/h (49 mph).
3. Normal Level.<sup>2)</sup>  
Max. ground clearance: 210 mm  
(Cayenne Turbo: 215 mm).
4. Low Level I.  
22 mm below Normal Level;  
max. ground clearance: 188 mm  
(Cayenne Turbo: 193 mm); auto-  
matically selected above 138 km/h  
(85 mph).
5. Low Level II.  
32 mm below Normal Level;  
max. ground clearance: 178 mm  
(Cayenne Turbo: 183 mm); auto-  
matically selected above 210 km/h  
(130 mph). (Not manually selectable.)
6. Loading Level.  
52 mm below Normal Level;  
max. ground clearance: 158 mm



(Cayenne Turbo: 163 mm); only selectable when vehicle is stationary.

Air suspension with PASM standard on the Cayenne Turbo. Optional for all other Cayenne models.

**Steel-spring suspension.**

The steel-spring suspension meets high-level requirements in terms of performance, driving pleasure and off-road capability. Consistent lightweight construction – e.g. through the increased use of aluminium – results in improved

driving dynamics, greater fuel economy and enhanced comfort. The steel-spring suspension with a 24-mm reduction in ride height on the new Cayenne GTS is designed to deliver one thing above all else: sports performance.

Standard on the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and Cayenne GTS.

**Porsche Dynamic Chassis Control (PDCC).**

Available as an option in conjunction with air suspension, Porsche Dynamic Chassis Control (PDCC) is an active anti-roll system that further enhances the extraordinary road holding and precision handling of the Cayenne models. PDCC anticipates and significantly reduces lateral body movement when cornering

with the aid of the active anti-roll bars featuring hydraulic swivel motors on the front and rear axles. The system responds to the current steering angle and lateral acceleration by producing a stabilising force that precisely negates the swaying force of the body. The benefits are greater agility at every speed, more responsive steering, stable load transfer characteristics and enhanced occupant comfort. When off-road mode is selected via a switch on the centre console, this allows the two halves of each anti-roll bar to rotate further in opposition to each other. This in turn enables greater wheel articulation and ensures that each individual wheel has more contact with the ground, improving traction on uneven surfaces.

Optional for the Cayenne, Cayenne S, Cayenne GTS and Cayenne Turbo.



High-speed cornering in the Cayenne S without PDCC



High-speed cornering in the Cayenne Turbo with PDCC

<sup>1)</sup>PASM is fitted as standard on the new Cayenne GTS.

<sup>2)</sup>At High Level II, High Level I and Normal Level, the ride height on the new Cayenne GTS is 12 mm lower than on the other Cayenne models. For further information, please refer to page 153.

## Making headway without getting in a spin. An approach we thoroughly support.

### Porsche Torque Vectoring Plus (PTV Plus).

A system for enhancing driving dynamics and stability, PTV Plus offers variable distribution of engine torque to the rear wheels and electronically controlled rear differential. Depending on the steering angle, steering speed, throttle pedal position, yaw velocity and vehicle speed, PTV Plus optimises steering response and precision by applying brake pressure to the left or right rear wheel, as required.

Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel. This transfers drive torque to the outside rear wheel which supports the steering motion of the car, thereby improving its cornering dynamics.

At slow and medium speeds, PTV Plus considerably enhances agility and steering precision. At high speeds, during fast cornering and under wheel spin, the electronically controlled rear differential ensures additional stability. Also on variable-grip surfaces, in the wet and on snow, PTV Plus – combined with Porsche Traction Management (PTM) and Porsche Stability Management (PSM) – provides a major contribution to active safety.

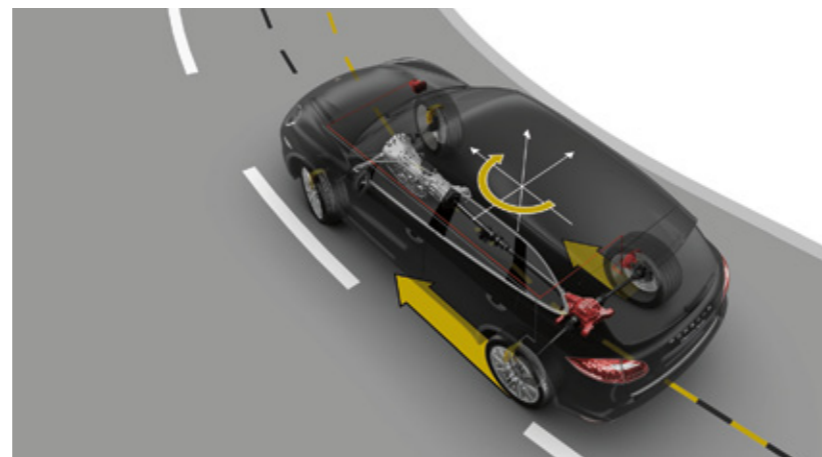
In off-road terrain, PTV Plus reduces wheel spin on the rear wheels – even when towing heavy trailer loads. The electronically controlled rear differential can be fully locked using the off-road control on the centre console.

Optional for the Cayenne, Cayenne S, Cayenne GTS and Cayenne Turbo.

### Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. It offers continuous adjustment of individual damping forces based on current road conditions and driving style.

During performance driving or heavy off-road use, there is an increased tendency for the body to sway. PASM prevents this from happening, thereby improving stability and occupant comfort. PASM has three setup modes: 'Comfort', 'Normal' and 'Sport'.



Porsche Torque Vectoring Plus (PTV Plus)

Whichever one you select, the system uses a series of sensors to monitor the movement of the body. It also gathers data on lateral acceleration, steering angle, brake pressure and engine torque and modifies the damping force on each individual wheel in accordance with the selected mode.

PASM remains active at all times. It automatically adapts to the prevailing driving conditions, enabling greater car control and improving comfort and safety.

The new Cayenne GTS is the only model in the range to feature a steel-spring suspension with a 24-mm reduction in ride height including PASM. For a lower centre of gravity and even closer contact with the road.

Optional for the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid. Standard on the Cayenne GTS. Standard on the Cayenne Turbo: air suspension with PASM.

### Sport Chrono Package.

Available in conjunction with PCM, the Sport Chrono Package includes an analogue and digital timer located at the centre of the dashboard. The performance display in PCM informs you about the total driving time, lap distance covered so far and individual lap times.

Optional for all Cayenne models.<sup>1)</sup>



Sport Chrono Package



Sport Chrono Package with performance display in PCM

<sup>1)</sup> Available for Cayenne GTS from 05/2012, and for all other models from 11/2012.

## More than just a small cog in the system.

### Wheels.

The wheels for the Cayenne models perfectly underline the character of the car – and convey it to the road.

Standard on the Cayenne and Cayenne Diesel: the 18-inch Cayenne wheel.  
Standard on the Cayenne S and Cayenne S Hybrid: the 18-inch Cayenne S III wheel.  
Standard on the new Cayenne GTS: the 20-inch RS Spyder Design wheel.  
Standard on the Cayenne Turbo: the 19-inch Cayenne Turbo wheel.<sup>1)</sup>

A range of other wheel options in various sizes (up to 21 inches in diameter) is available for all models.

### Tyres.

All tyres have been optimised with regard to driving performance, handling, rolling resistance and weight. They also provide great potential for reducing fuel consumption and emissions. The three basic components of the tyre have been enhanced – the rubber compound, tread design and the architecture of the sub-structure. This reduces rolling resistance and fuel consumption.

### Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring (TPM) provides early warning of any drop in pressure via the on-board computer display. In addition, the driver can quickly and easily check the individual pressures in all four wheels via the multi-purpose display in the instrument cluster.

Standard on the Cayenne Turbo.  
Optional for all other Cayenne models.



18-inch Cayenne S III wheel



19-inch Cayenne Turbo wheel



19-inch Cayenne Design II wheel<sup>2)</sup>



20-inch Cayenne SportDesign II wheel



18-inch Cayenne wheel



20-inch RS Spyder Design wheel



21-inch 911 Turbo II wheel (forged)



21-inch Cayenne SportEdition wheel



21-inch Cayenne SportEdition wheel painted black (high-gloss)

<sup>1)</sup>For details of all wheel options, see pages 130/131.

<sup>2)</sup>In conjunction with 275-mm tyres for the Cayenne Turbo and 265-mm tyres for all other models.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

# SAFETY AND ENVIRONMENT

While no one can possibly know for sure what is going to happen, it's always good to be prepared for every eventuality.



**Driving with foresight.  
Quite literally.**

**Active safety.**



Headlight Cayenne, Cayenne Diesel,  
Cayenne S, Cayenne S Hybrid



Headlight Cayenne GTS



Headlight Cayenne Turbo

It's always a pleasure taking corners in a Porsche. Especially when they're now so visible at night. The striking lighting arrangement is also instantly recognisable.

**Automatic headlight activation.**

The headlights are automatically switched on when darkness sets in or when driving through a tunnel in the daytime. Other features include an automatic switch-off and 'Welcome Home' function – when you arrive at a destination after dark, the headlights remain illuminated for a user-defined period, lighting your path from the car.

Standard on all Cayenne models.

**Halogen main headlights.**

The projector-beam halogen main headlights feature automatic static range control and reflection high-beam lights – for optimum illumination of the road.

Standard on the Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid.

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

The Bi-Xenon main headlights – which also have a black surround on the new Cayenne GTS – feature halogen auxiliary headlights, integrated headlight cleaning and automatic dynamic range control. This provides more uniform illumination of the road in both dipped and high-beam mode.

<sup>1)</sup> Available from 11/2012.

The dynamic cornering light function swivels the main headlights towards the inside of a bend based on the current steering angle and road speed. The static cornering lights activate the auxiliary headlights in order to illuminate more of the road in tight bends and turns.

PDLS also features speed-sensitive headlight control and an adverse weather function, which is activated in conjunction with the rear foglight – for even greater safety, not just at night and during cornering.

Standard on the Cayenne GTS and Cayenne Turbo. Optional for all other Cayenne models.

**Porsche Dynamic Light System Plus (PDLS Plus).<sup>1)</sup>**

PDLS Plus offers two additional functions: High Beam Assistant recognises oncoming vehicles and automatically switches the headlights from high beam to dipped beam.

As you approach a crossing, Intersection Assistant activates the left and right indicators, making the beam of light broader and shorter. This improves illumination of the area directly surrounding the vehicle, making the driver more aware of what's going on around him.

Optional for all Cayenne models.

**Daytime running lights.**

On the Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid, the

LED daytime running lights are arranged horizontally in the front light units, whereas on the new Cayenne GTS and the Cayenne Turbo each main headlight unit has four LED spotlights. Daytime running lights improve safety in the daytime as they make you more visible to other road users.

**Taillights.**

LED technology is used for all functions on the rear light modules. For an ultra-fast response and greater luminance. In short: for greater safety. In an emergency stop, the adaptive LED brake lights on the Cayenne models pulsate to alert the traffic behind more quickly to a critical situation. The high-level third brake light is integrated into the roof spoiler.



Standard braking system (Cayenne/Cayenne Diesel)



Standard braking system (Cayenne S/  
Cayenne S Hybrid/Cayenne GTS; calipers in red)



Standard braking system (Cayenne Turbo)

**Outstanding brake performance.  
To the point.**

**Braking systems.**

Porsche brakes are renowned worldwide as the benchmark in performance and durability. Equipped with larger and more powerful braking systems, the Cayenne models continue this tradition by offering excellent deceleration – even when the car is fully laden with five adult occupants, a full complement of luggage and a braked trailer load of up to 3,500 kg (Cayenne with manual gearbox: 2,700 kg).

All Cayenne models have internally vented discs all round, ensuring consistent performance during heavy use.

The front disc dimensions (diameter/thickness) are 350 mm/34 mm on the Cayenne and Cayenne Diesel, 360 mm/36 mm on the Cayenne S, Cayenne S Hybrid and the new Cayenne GTS, and 390 mm/38 mm on the Cayenne Turbo. All models have six-piston monobloc aluminium brake calipers at the front and four-piston equivalents at the rear.

The calipers are black on the Cayenne and Cayenne Diesel and silver on the Cayenne S and Cayenne S Hybrid. On the new Cayenne GTS and the Cayenne Turbo, they feature a striking red paint finish.

Braking is assisted by a tandem booster and large brake master cylinder. Further assistance is provided by PSM (p. 70).

For greater safety, the brake pads are equipped with wear sensors, alerting the driver when new pads are required.

**Electric parking brake.**

Manually activated and deactivated, the electric parking brake releases automatically as you drive off.

**Automatic hold function.**

With the automatic hold function, you can pull away on the flat or a slope without ever rolling back. The system automatically detects when the vehicle has come to a halt on an uphill gradient. PSM then maintains the brake pressure at all four wheels for a brief period to prevent the vehicle from moving in the opposite direction.

### Recuperation.

The electronic engine management system on the Cayenne S Hybrid controls the braking process so that, when the brake pedal is actuated, as much expended energy as possible can be harnessed by the electric machine in generator mode and stored in the 288-volt nickel metal hydride (NiMH) battery. This is referred to as recuperation. To do this, the engine management system adjusts the generator current depending on the brake pedal position, recovers part of the kinetic energy and stores it in the battery. When the pressure on the brake pedal exceeds a certain threshold, the brakes are applied.

### Porsche Ceramic Composite Brake (PCCB).

Available as an option on all Cayenne models, the Porsche Ceramic Composite Brake (PCCB) has already proven its ability to cope with the harshest requirements of the racetrack. It is available in conjunction with 20-inch wheels or larger for the Cayenne Turbo and with 19-inch wheels or larger for all other Cayenne models.

The discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at approximately 1,700 °C. The resulting material is not only much harder than cast iron, it is also more resistant to heat.

Even at high temperatures, the thermal resistance of the PCCB disc ensures outstanding dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

PCCB enables shorter braking distances – no matter how tough the driving conditions. The pedal response is fast and precise with only moderate input required. Excellent fade resistance ensures greater balance when slowing from high speed.

The key advantage of PCCB is a total weight saving of approximately 50% compared with equivalent cast-iron discs. As well as enhancing performance and

fuel economy, the unsprung and rotating masses are lightened. The results: greater comfort and road-holding on uneven road surfaces plus better handling and agility.

Optional for all Cayenne models.



Porsche Ceramic Composite Brake (PCCB)



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**Preparing for the road ahead.  
With a little help from PSM.**



**Porsche Stability Management (PSM).**

Porsche Stability Management (PSM) is an electronic control system that uses a range of functions – including anti-lock braking (ABS) – to help stabilise the vehicle (and trailer, if fitted) in hazardous road scenarios. Throughout each journey, sensors monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, it is possible to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability. If necessary, PSM can also intervene in the engine management system to temporarily modify the amount of drive transmitted to the wheels.

PSM has three additional functions that help reduce braking distances. If the throttle pedal is released suddenly, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding disc. If the driver goes on to apply the brakes, the calipers respond more quickly and the braking distance is reduced.

In an emergency stop – i.e. when the pressure on the brake pedal exceeds a certain threshold – the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.

For added safety, the system also readies the brakes whenever a decreasing distance to the vehicle in front is detected. The optional adaptive cruise control and PSM interact to prefill the brakes.

Even if adaptive cruise control is inactive, the system registers the speed of the vehicle in front and automatically readies the braking system. In addition, the system alerts the driver to the decreasing distance by briefly tugging on the brakes.

PSM also features a trailer stabilisation function – for a significant contribution to car and trailer safety. Within the laws of physics, it compensates for load transfer caused by throttle and brake

inputs up to the maximum degree of lateral acceleration. It also enhances the car's driving dynamics and directional stability when accelerating on inconsistent road surfaces.

Other features include a special control strategy in the ABS for braking on loose surfaces. By briefly locking the wheels, a wedge is formed ahead of each tyre which provides additional purchase to help slow the car, e.g. on gravel or snow.

For a more involving driving experience, PSM can also be disabled, but remains active in the background.

Standard on all Cayenne models.



**Placing great weight on safety.  
While taking things lightly.**

**Passive safety.**



Passive safety: airbags

**Airbags.**

All Cayenne models are equipped with full-size front airbags for driver and front passenger as standard. These are augmented by Porsche Side Impact Protection (POSIP).

This comprises a side airbag in each front seat, curtain-type airbags on each side of the roof offering optimum head protection for both rows of seats and side impact protection elements in each door. Side airbags at the rear are also available as an option.

Two impact sensors are located at the front of the car to enable better detection of a head-on collision. The driver

and front passenger airbags use a gas generant based on an organic propellant. As a result, the airbags are lighter, more compact and easier to recycle. A roll-over detection system provides additional protection in the event that the car were to overturn. Using sensor-acquired data, it enables early deployment of the curtain airbags and triggers the seat-belt pre-tensioners.

**Seat belt system.**

The Cayenne models feature three-point seat belts on all five seats, as well as seat-belt pre-tensioners (front and outer rear seats) and force limiters (front seats only).

**ISOFIX mounting points.**

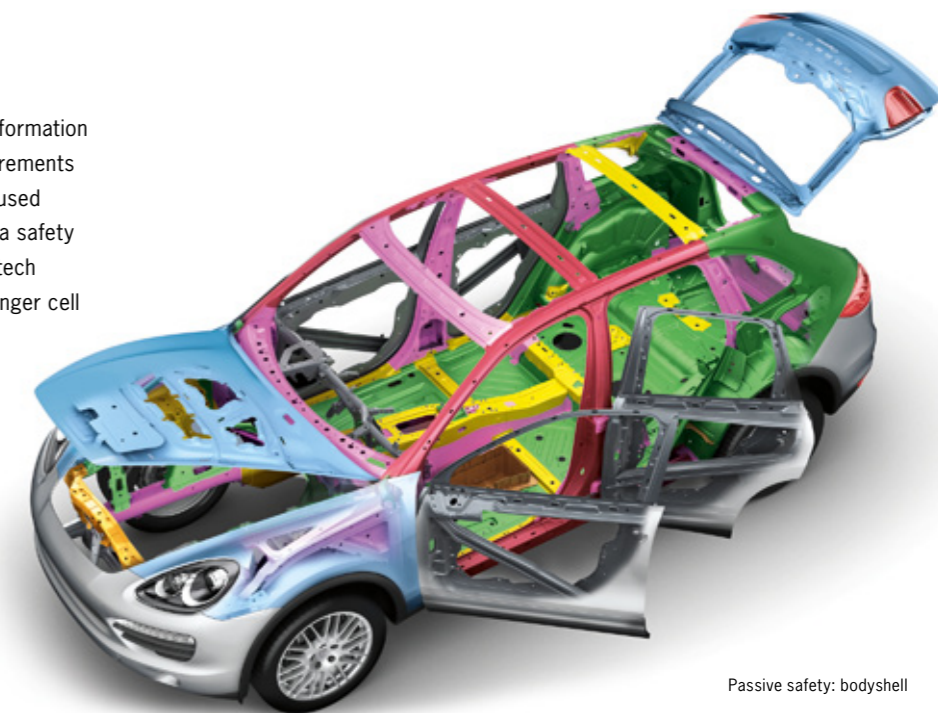
The outer rear seats are equipped with ISOFIX mounting points for compatible child seats (p. 89) as standard. These are available as an option for the front passenger seat.

**Bodyshell construction.**

Our ongoing development of the light-weight steel body is a decisive factor in the enhanced passive safety and unparalleled rigidity of the Cayenne body.

In the event of an accident, a system of side and cross-members at the front of the car helps to channel impact energy in a safe and predetermined manner. The interior is protected by hot-formed super high-strength steel reinforcements, including side intrusion beams in each of the doors.

High strength and consistent deformation properties: two key safety requirements fulfilled by the multiphase steel used throughout the body. Thanks to a safety cage structure made from high-tech steels, the highly resilient passenger cell offers high levels of protection.



Passive safety: bodyshell

- Multi-phase steels
- Boron-alloyed steels
- Plastic
- Aluminium
- Deep-drawn steels
- High-strength micro-alloyed steels

**Great achievements are something to be proud of.  
Even more so if they benefit the world around you.**

## **Environment.**

The concept behind every car we build is based around the pursuit of performance. This has been the case since 1948. Another of our traditional core values is efficiency. At Porsche, we are continually striving to find a successful balance between the two.

This is achieved using advanced engine concepts featuring technologies such as DFI (p. 42), VarioCam Plus (p. 41), the auto start/stop function (p. 40), the parallel full hybrid drive and consistent lightweight construction.

Weight reduction is a key aspect of our design philosophy derived from our rich racing heritage. Part of our R&D Centre, the Motorsport Department is located in Weissach where it shares premises with the Automotive Industry Exhaust Emission Centre (ADA). Just a coincidence? We call it symbiosis.

In practice: the Cayenne is up to 185 kg lighter, depending on the model.<sup>1)</sup> We have achieved this through the use of new, innovative weight-saving materials, the development of new production

technologies and functionalities, and a series of concept modifications. This has enabled us to halve the weight of the tailgate, for example. Innovative materials are also a feature of the axle construction, with steel being replaced where possible by lightweight alternatives such as aluminium and plastic.

The benefits for the driver: greater agility and driving dynamics – with lower fuel consumption. Efficiency at its best.



For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

<sup>1)</sup>Compared to previous model.

**Porsche engines.  
Performing for today – and the future.**



**Exhaust emissions.**

The Cayenne models are all equipped with the latest emissions technology. As a result, they comply with the European exhaust emissions standard, EU 5.

Whatever the class, every Porsche combines high performance with comparatively moderate emissions. On the Cayenne models, this is achieved using advanced drive concepts – from petrol and diesel engines to our parallel full hybrid drive. This is further aided by the rapid warm-up cycle of the catalytic converters. The optimum operating temperature is reached earlier so emissions are reduced sooner when starting from cold.

On the petrol-engined and hybrid models, another important feature is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate control system which the engine management system uses to establish the optimum amount of fuel – for effective emissions control.

The exhaust-gas recirculation on the Cayenne Diesel routes part of the exhaust gas back into the combustion process, resulting in lower peak combustion temperature and therefore lower nitrogen oxide emissions. An oxidation catalyst also forms an integral part of the process along with a diesel particulate filter.

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

**Fuel and fuel economy.**

Increasing performance while enhancing fuel economy. The Cayenne comes in a choice of three different drive systems, each featuring state-of-the-art technology for high efficiency and relatively low fuel consumption. The petrol-engined models already operate on fuels with an ethanol content of up to 10%. This further improves the carbon dioxide balance since the plants grown for the production of biofuels absorb carbon dioxide from the atmosphere. As you can see, for the benefit of the environment, we are continually working on making our cars more efficient – as well as compatible with alternative fuels. While ensuring that they remain one thing: a thoroughbred Porsche.

**Fuel system.**

We have also applied the highest standards to our petrol-engined models in order to protect the environment from fuel evaporation. The non-return fuel supply system provides a considerable reduction in vapour emissions. The lines carrying vapour are made from multi-layer plastics. A large active-carbon filter and multi-layer plastic fuel tank help reduce evaporation still further.





**Noise.**

As paradoxical as it may seem, the distinctive Porsche sound is also created by what you don't hear – the absence of unwanted noise. Naturally, its main origin is deep within the engine. But that's not all. Our holistic approach to vehicle design also extends to the acoustics. Which is why we've optimised them for the entire car.

To minimise 'play' between components, we've used stronger, lighter and more temperature-resistant materials. This reduces mechanical noise. Large-volume silencers and air intake manifolds also help to eliminate noise – throughout the life of the car.

Tyre noise has been drastically reduced in collaboration with our official tyre partners. Wind noise levels have also been lowered thanks to aerodynamic refinements.

All that remains is a sound that is pure Porsche.

**Servicing.**

With lengthy service intervals and long-life components, vehicle maintenance is kept to a minimum. In the case of the oil filter, for example, all that's replaced is an easily recyclable paper element. The oil filter casing remains on the car.

All moving parts inside the engine are fully self-adjusting. The valve clearances, for instance, feature automatic hydraulic control.

Thanks to single-spark coils on each of the cylinders, the entire ignition system on the petrol-engined models, with the exception of the spark plugs, is maintenance-free.

These modest service requirements mean less waste disposal and fewer

demands on natural resources. They also lower the cost of ownership while keeping your car on the road.

Service intervals for the Cayenne models are dependent on a range of factors, including local fuel quality. For full details of service intervals, please consult the relevant price list or contact your Porsche Centre.

**Materials and recycling.**

Owning a Porsche should be a lasting pleasure with minimal impact on the environment. This Porsche principle can be summed up in one word: sustainability. The lightweight exhaust on the Cayenne models, for example, is constructed from long-life stainless steel.

Every Porsche model is entirely free of CFCs and components manufactured using CFCs. All legal requirements in respect of recoverability are fulfilled.

Materials are clearly labelled for subsequent identification and sorting to facilitate efficient recycling.

While more than 95% of the car can be recovered using current technologies, the chances are your Cayenne may never need recycling at all. After all, two thirds of all the cars we have ever made are still on the road today.

For more information on environmental issues, please visit [www.porsche.com](http://www.porsche.com).



# COMFORT AND TRANSPORT

Working efficiently to achieve a lot. Surrounded only by those things that are really essential. With an opportunity for you to lean back and enjoy.

A familiar environment? Just like the Cayenne models.

**Our benchmark for exceptional driver comfort?  
An out-and-out sports car.**

**Comfort.**

As on every Porsche, the interior of the Cayenne is designed around the driver, combining sporting style with the very highest standards of ergonomics, comfort and quality.

Particularly striking features include the way the centre console rises to meet the dashboard – clearly inspired by the Carrera GT. This immediately enhances the interior structure, a continuation of the car's dynamic exterior lines. The seat position and sports steering wheel offer exceptional support and contact – for an even sportier ride.

A typical Porsche feature: the five round instruments form the familiar cluster and are slightly raised from the dashboard as a visual unit. The high-resolution 4.8-inch TFT colour screen displays information from the on-board computer or, in conjunction with PCM including navigation module, map data from the navigation system. It also shows the settings of the optional adaptive cruise control (p. 110) or gives various warnings, such as alerts from Tyre Pressure Monitoring (TPM), which is also available as an option. On the Cayenne S Hybrid, the display also provides information about the energy management.

Oil pressure, oil and coolant temperature as well as the fuel level are displayed using analogue gauges, while the boost pressure gauge on the Cayenne Turbo is digital. A compass display in the instrument cluster is available as an option in conjunction with PCM. This shows the four cardinal and four ordinal directions with degree increments as well as your current altitude.

The steering column offers manual height and reach adjustment (electrically adjustable on the Cayenne Turbo). The steering wheel rim is in smooth-finish leather.

As is the optional SportDesign steering wheel with gearshift paddles (standard on the new Cayenne GTS) – for genuine race-style gearshift action. Also available as an option, the multifunction steering wheel enables easy access to a range of functions including audio and telephone.



Cayenne GTS with black leather interior and GTS interior package in Peridot



Cayenne Turbo with two-tone leather interior in Umber/Cream and walnut interior package



Cayenne with two-tone leather interior in Black/Titanium Blue and brushed aluminium interior package



'GTS' logo in Peridot on head restraint



GTS interior package in Peridot

The car is ergonomically designed around the vehicle occupants for optimum comfort. Frequently used controls are grouped logically together on the centre console to enable you to select individual functions quickly and easily.

Other practical features include door storage compartments with bottle holders front and rear.

The rear seats provide manual fore/aft adjustment as well as backrest adjustment and a 40/20/40 split-folding facility, thereby increasing the storage capacity from 580 to 1,780 litres (depending on the model).

All Cayenne models are fitted with electric windows, front and rear, with door-lock open/close facility as well as climate control and remote central locking.

The interior features a selection of quality materials available in a variety of combinations, all of which reflect true Porsche heritage. The palette of colours and finishes ranges from elegant to sporty, and includes a selection of fine woods, aluminium and carbon – for a race-inspired look.

If purist is your style, the new Cayenne GTS offers extraordinary scope for interior personalisation: in conjunction

with the black leather interior, the optional GTS interior packages<sup>1)</sup> give you the opportunity to add stunning highlights – either in Carmine Red or Peridot. It consists of elements such as the embroidered 'GTS' logo on the head restraints on the front and outer rear seats, front and rear seat belts and decorative seams on the dashboard, upper door panels and armrests in contrasting colour. The athleticism of the new Cayenne GTS is further underlined by an Alcantara finish. Used extensively in motor racing, it offers particularly good grip.

These are just a few of the options available to help you design the Cayenne

interior to suit your individual taste. You'll find more detailed information from page 124 onwards.

<sup>1)</sup>Only in conjunction with GTS sports seats.

## The most important factor in our seat design: You.

### Comfort seats.

The seats in the Cayenne models are practical, comfortable and sporty, just like the rest of the interior. All seat variants come with 2-way head restraints and storage pockets on the front seat backrests.

Offering excellent long-distance comfort and intuitive operation, the comfort seats feature 8-way electric adjustment including fore/aft, height, squab length and squab/backrest angle settings.

Standard on the Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid.

### GTS sports seats.

The GTS sports seats with 8-way adjustment and seat centres in Alcantara are highly dynamic thanks to their low positioning. With adjustable fore/aft, height and squab/backrest angle settings, they also offer exceptional comfort and support – even during performance driving.

Standard on the Cayenne GTS.

### Driver memory package for comfort seats and GTS sports seats.

Extremely useful in the case of frequent driver changes, the driver memory package enables the driver's seat, exterior mirror positions and courtesy lighting preferences to be saved and restored automatically.

Optional for the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and Cayenne GTS.

### Comfort seats with comfort memory package.

In addition to 8-way electric adjustment, these comfort seats feature a comfort memory package offering adjustment of the lumbar supports, squab length and steering column. It also stores individual seat settings including lumbar supports for both driver and front passenger as well as steering wheel and exterior mirror preferences.

No-cost option on the Cayenne Turbo. Optional for all other Cayenne models.

### Adaptive sports seats.

Taking comfort and sports performance to a whole new level, the adaptive sports seats with comfort memory package feature higher, more contoured side bolsters. Thanks to 18-way electric adjustment, the seats can be adapted to suit your individual requirements in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and 4-way lumbar support. The steering column is also electrically adjustable. In addition, the package stores seat settings including lumbar supports for both driver and front passenger as well as steering wheel and exterior mirror preferences.

Standard on the Cayenne Turbo. Optional for all other Cayenne models.

### Seat/steering wheel heating.

All seat variants are available with seat heating, either just at the front or both front and rear. The steering wheel heating ensures that the rim is pleasantly warm to the touch.

Standard on the Cayenne Turbo. Optional for all other Cayenne models.

### Seat ventilation.

For even greater occupant comfort on longer journeys and in the summer, the front seats can be equipped with seat ventilation (only in conjunction with seat heating, comfort memory package or adaptive sports seats).

Optional for all Cayenne models.



GTS sports seat with GTS interior package in Peridot



Adaptive sports seat with comfort memory package in leather (Platinum Grey)



Comfort seat in natural leather (Espresso)



Rear bench in conjunction with comfort seats

## The best seats in the house. For everyone.

### Rear seats.

The rear bench offers generous space for up to three adult passengers and is styled to match the front comfort or sports seats. For added practicality, the bench features fore/aft adjustment of 160 mm and a 40/20/40 split-folding facility. The flexible centre section folds down to create a load-through facility for longer items such as the optional ski bag. It also features a folding armrest. The process is quite simple: unlock and fold down. The rear seat backrest can be adjusted by up to 6 degrees: 3 degrees forward of the starting position and 3 degrees back. When it comes to being user-friendly, the Cayenne models get right to the point – quick and easy.

### Child seats.

With their unique design, Porsche child seats comply with high safety standards. Available from Porsche Tequipment, they have been specially tested and approved for use in Porsche vehicles, offering comfort and safety for all passengers up to 12 years of age. All fabrics are breathable, kind to the skin and easy to clean. The covers can be removed and are washable.

For added safety, the Porsche Baby and Porsche Junior Seat ISOFIX come with their own five-point harness with central adjustment of the seat-belt length.

All of the Cayenne models have standard ISOFIX mounting points on the outer rear seats. These are available as an option

for the front passenger seat. If a child seat is mounted on the front passenger seat, the corresponding airbag can be quickly deactivated using a key-operated switch. All Porsche child seats can be easily installed via the ISOFIX slot-in connectors. Alternatively, they can be secured using the three-point seat belts.

**The perfect place to be.  
Not just for the driver.**

**Storage compartments.**

Efficiency also means having the important things at your fingertips when you need them. Which is why the Cayenne models offer a wide range of storage options. These include door storage compartments with bottle holders, storage pockets on the front seat backrests, a glove compartment cooled by the air-conditioning system, a storage compartment in the centre console and a handy drawer beneath both the driver's and front passenger's seat.

**Interior lighting.**

The interior lighting concept with delayed-off function is well thought-out to provide the required level of light whenever you need it. The generous standard equipment includes footwell illumination front and rear, ignition lock illumination, a front light console with reading lights as well as reading lights at the rear. This is complemented by door entry lights, front and rear, and red door safety lights. In addition, all Cayenne models come with luggage compartment illumination and a tailgate courtesy-light function.

**Porsche Rear Seat Entertainment.**

Available as a factory-fitted option from Porsche Exclusive, the Porsche Rear Seat Entertainment package includes two display consoles, each with an integrated media player and USB port, and two wireless infrared headphones. The display consoles are trimmed in matching interior leather with decorative seams and are located on the front seat backrests. Each one contains a high-resolution 7-inch WVGA TFT colour display. For greater convenience, they are swivel-mounted and feature touchscreen

operation. Boasting built-in anti-shock protection, the system is compatible with CDs and DVDs and can even receive TV broadcasts – in conjunction with the optional TV tuner. It is also possible to connect two separate and individually selectable AV sources, such as a games console or digital camera.

Designed to the highest standards of safety and ergonomics, Porsche Rear Seat Entertainment blends harmoniously within the passenger compartment.

Optional for all Cayenne models.



Porsche Rear Seat Entertainment



Cupholders in the centre console



Door storage compartment with bottle holder

**The key to success in management:  
focused performance with slices of delight.**

**CDR audio system.**

A Porsche engine provides an impressive sound experience in its own right. The Cayenne models offer the perfect accompaniment inside the cockpit.

The CDR audio system has a 7-inch colour touchscreen display which enables you to navigate and select the main menus and functions with ease and efficiency.

The integrated CD radio, featuring an FM twin-tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control, includes a sound system with 10 loudspeakers and a total audio output of 100 watts.

The CDR can also be combined with the optional BOSE® Surround Sound System (p. 98) or Burmester® High-End Surround Sound System (p. 100) for the ultimate in audio performance.

Other options available in conjunction with the CDR include an integrated six-disc CD autochanger. With an optional mobile phone preparation (p. 96), you can connect a Bluetooth® Hands-Free Profile (HFP)-compatible mobile phone.

Standard on the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and the new Cayenne GTS.

**CDR Plus audio system.<sup>1)</sup>**

The optional CDR Plus audio system features a total of 11 loudspeakers and a total output of 235 watts. The system is operated via a 7-inch high-definition WGVA TFT touchscreen display.

The analogue and digital twin-tuner offers a broader range of radio reception. Other elements include a CD/DVD drive that plays MP3 files and audio/video DVDs, a USB port for various iPod® and iPhone® models, and USB memory sticks for MP3 music and MP3 players. The system also allows you to display album covers (cover art). Devices connected via USB can be operated using CDR Plus or the optional multifunction steering wheel. An additional AUX-In port can be used to connect other external audio sources – the system is then operated via the connected device.

Optional for the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and Cayenne GTS.

**Porsche Communication Management (PCM) with navigation module.**

PCM is the central control system for all information and communication functions. It is powerful and versatile, yet easy to use.

Key features include a 7-inch high-resolution touchscreen display. As before, you can also operate PCM using the rotary push-button control. The menu layout is extremely clear, with no more than five entries per page enabling fast and accurate operation. A help function is displayed at the bottom of the screen for further guidance in specific situations.

Radio functions comprise 42 presets, an FM twin-tuner with RDS frequency diversity, which continuously searches the airwaves for the best possible signal from the selected radio station, and dynamic autostore.

The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs is also supported. An optional integrated six-disc CD/DVD autochanger is available for PCM. The optional universal audio interface can be used to store and play up to 10,000 MP3 music files on the internal PCM hard drive.<sup>1)</sup>

A navigation module with high-speed hard drive is included with PCM. The map display offers a conventional 2D layout as well as a perspective view. In some regions, even topography with super-

imposed satellite map and buildings can be displayed in 3D. In split-screen mode, you can view the current map section together with a list of icons for the next manoeuvre. The route is calculated based on official traffic reports (TMC) and data from further traffic flow sensors (TMC Pro).<sup>1), 2)</sup> The system also indicates the respective speed limit for the roads covered in the database via PCM or the TFT display in the instrument cluster.

In conjunction with the optional online services, online destinations can also be easily imported into the navigation system.<sup>1)</sup>

Standard on the Cayenne Turbo.  
Optional for all other Cayenne models.



Porsche Communication Management (PCM) with navigation module

<sup>1)</sup> Available from 11/2012.

<sup>2)</sup> TMC Pro is supported in Germany, Austria and Switzerland.



TV tuner

#### **TV tuner.**

The optional TV tuner receives unencrypted analogue and digital television signals.<sup>1)</sup> For your safety, these can only be viewed via the PCM display when the vehicle is stationary. In conjunction with the Porsche Rear Seat Entertainment package, TV broadcasts can be received on the rear screens while the car is in motion.

Optional for all Cayenne models.

#### **Telephone module.**

This optional quad-band GSM telephone module combines ease of use with optimised sound quality. Simply insert your mobile phone SIM card in the slot in PCM to make calls via the hands-free facility or optional Bluetooth® handset. For even greater convenience, you can use a Bluetooth® SIM Access Profile (SAP)-compatible handset. Once connected, the GSM antenna on the mobile phone is disabled to prolong battery life and the external vehicle antenna is utilised instead. Depending on the phone model, you can access contact

details on the mobile phone SIM card and internal memory and perform all operations via PCM, voice control or the multifunction steering wheel, which means your phone can remain in your pocket.

In addition, the telephone module enables you to establish a Bluetooth® connection to a mobile phone that only supports the Hands-Free Profile (HFP). In this case, the GSM connection to the mobile phone network is via the handset antenna. PCM acts as a hands-free system.

A cordless handset with keypad and display is also available as an option. This is stowed in the centre console. However, the handset cannot be used to establish a Bluetooth® connection using the Hands-Free Profile (HFP).

Optional for all Cayenne models.

#### **Voice control.**

Do you wish to get to the point – or your required destination – more quickly? All you have to do is say so. The optional voice control system with whole-word recognition is at your command – without the tedious task of voice learning. This means that the voice control system can recognise the input of an entire address for a navigational destination, telephone book entries or radio station names.<sup>2)</sup> Audio prompts make voice inputs even simpler. You can also browse through lists by voice command.

Optional for all Cayenne models.

<sup>1)</sup> Suitable for receiving analogue and digital TV signals (DVB-T in MPEG-2 standard) where available.

<sup>2)</sup> Available from 11/2012.

### Mobile phone preparation.

With this optional preparation, you can establish a Bluetooth® connection with a mobile phone that only supports the Hands-Free Profile (HFP) and use the CDR audio system or PCM as a hands-free system. As a Bluetooth®-based solution, you can connect your handset without even taking it out of your pocket. The basic phone functions are accessible via the CDR or PCM head unit. Connection to the mobile phone network is via the handset antenna.

Optional for all Cayenne models.

### Universal audio interface.

On vehicles with the CDR audio system, this optional package located in the front centre console provides an AUX-In port, e.g. for a compatible MP3 player. On vehicles equipped with PCM, the package includes an AUX-In port and a USB port which can be used to connect an iPod®. The iPod® as well as other compatible MP3 players or memory sticks connected via USB can be operated using PCM. When listening to music, the system now also displays the album cover (cover art). Using the jukebox function, you can store and play up to 10,000 MP3 files on the internal PCM hard drive.<sup>1)</sup>

Optional for all Cayenne models.

### Online services.<sup>1)</sup>

Online services give you the option of accessing a variety of content from the internet via PCM. The data is transferred to PCM via a Smartphone app (Aha Radio app). The app is available free of charge from iTunes (for iPhone®) and Android Market (for android devices).

Online services include web radio and personalised web music, news feeds, podcasts and audio magazines, Facebook®, location-based content with pre-recorded announcements (e.g. petrol station prices, car park situation) and weather information. The results of an online Points of Interest (POI) search can be imported into PCM as a navigation destination.

To use the online services, you will require either the universal audio interface (for iPhone®) or mobile phone preparation (for Android devices).

Optional for all Cayenne models.

### Digital radio.<sup>1)</sup>

This option enables you to receive digitally broadcast radio channels in DAB, DAB+ and DMB Audio format with significantly enhanced sound quality.<sup>2)</sup> The system automatically switches between digital and analogue to ensure optimum reception of the selected channel.

Optional for all Cayenne models.

### Electronic logbook.

This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via Bluetooth® or a USB port and processed on a PC using software included with the package.

Optional for all Cayenne models.



Electronic logbook



Universal audio interface

<sup>1)</sup>Available from 11/2012.

<sup>2)</sup>Reception subject to local digital network coverage.

**It's hard to put the Cayenne experience into words.  
Try sound instead.**



BOSE® loudspeaker

**BOSE® Surround Sound System.**

Providing a compelling 360-degree soundstage, the BOSE® Surround Sound System is compatible with both Porsche Communication Management (PCM) and the CDR audio system.

Specially custom-engineered for the Cayenne models, the system features a total of 14 loudspeakers (including active subwoofer and centre-fill speaker) that combine with a 585-watt 9-channel amplifier to produce a powerful sound experience.

In combination with Porsche Communication Management (PCM), the BOSE® Surround Sound System enables playback of audio DVDs, making full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources such as CDs and MP3s. In stereo or, at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2 technology.

The BOSE®-patented AudioPilot® noise compensation technology uses a microphone in the cockpit to monitor ambient sound. The system is then able to provide real-time adjustment of all audio output – for a more consistent aural experience.

Standard on the Cayenne Turbo.  
Optional for all other Cayenne models.



Porsche Communication Management (PCM) with CD/DVD autochanger

**This is one standing ovation you'll have to give sitting down.**



Burmester® loudspeaker

**Burmester® High-End Surround Sound System.**

The Cayenne models are marked by exceptional versatility. With the optional High-End Surround Sound System from Burmester® it could even be said that they offer concert-hall qualities. Once you've heard it for yourself, you'll know we are not exaggerating. Based in Berlin, Burmester® is one of the most respected premium audio manufacturers worldwide. The Burmester® High-End Surround Sound System is available as an option for all Cayenne models with CDR and PCM.

The technologies behind the system meet the same exacting standards as those in the company's high-end home audio products. State-of-the-art and

featured like this in a Porsche for the first time. The extravagance is uncompromising, the craftsmanship excellent, the sound phenomenal. The system owes its eminence to countless details, and one overriding goal: perfection in sound.

In figures: 16-channel amplifier with a total output of more than 1,000 watts, 16 loudspeakers (including active sub-woofer with 300-watt Class D amplifier), a total diaphragm area of more than 2,400 cm<sup>2</sup>, and a frequency range of 30 Hz to 20 kHz.

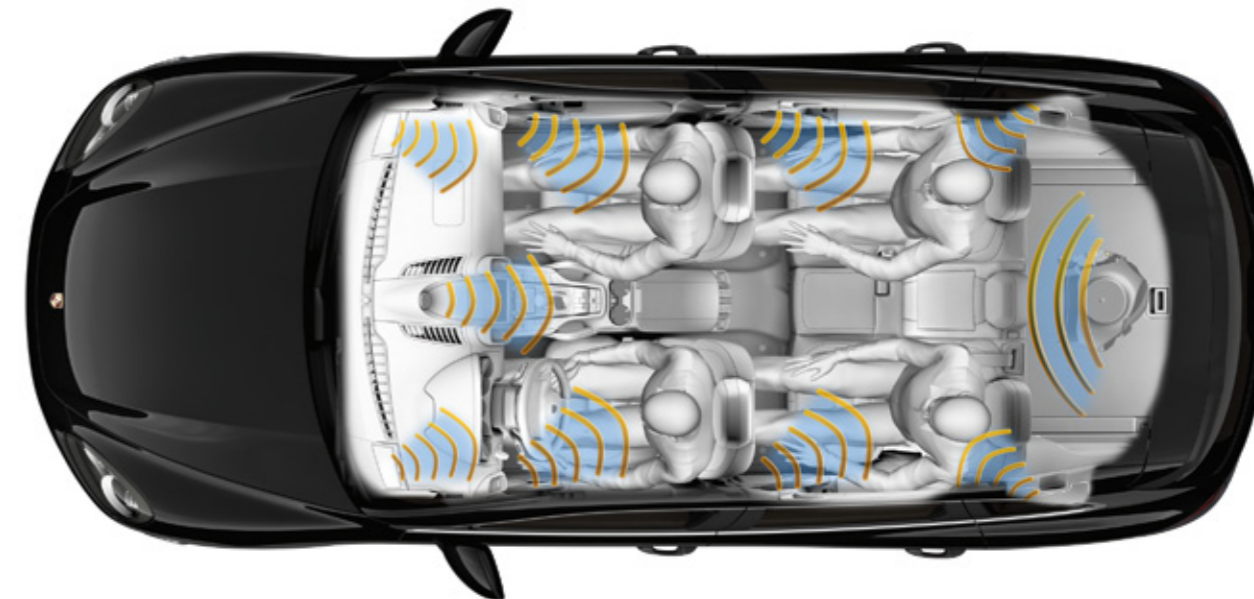
Crossover technology has been carried over virtually unmodified from the company's high-end home audio systems. Analogue and digital filters have been optimally defined for their new location

and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based air motion transformers (AMT) offering unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

Furthermore, the elegant, purist design with galvanised surrounds and Burmester® logos on selected loudspeakers makes it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio. Typically Porsche.

Optional for all Cayenne models.



Optimised sound distribution in the Cayenne (schematic representation)

**As a child, you went out whatever the weather.  
Nothing has changed.**

**Climate control.**

All Cayenne models are equipped with climate control as standard. This system provides independent control of the temperature and air flow volume for driver and front passenger as well as an automatic air recirculation function with an air quality and humidity sensor. Other features include an active carbon filter, which excludes dust, pollen and external odours.

**Four-zone climate control.**

Four-zone climate control provides independent air conditioning for the rear cabin area, with separate temperature controls for left and right. The rear climate control settings can also be adjusted from the front seats.

Optional for the Cayenne, Cayenne Diesel, Cayenne S, the new Cayenne GTS and the Cayenne Turbo.

**Comfort lighting package.**

Available as an option for all Cayenne models, this package includes dimmable ambient lighting in the door panels and roof console, practical LED reading lights for the rear passengers, additional courtesy lights on the exterior mirrors on the driver's and front passenger's side, and a second 12-volt socket in the rear centre console.

Optional for all Cayenne models.

**Privacy glass.**

Available as an option, dark-tinted glass provides privacy for the rear seat and luggage area.

Optional for all Cayenne models.

**Heated windscreen.**

Ultrafine heating filaments ensure that the windscreen does not fog up and that any ice quickly melts away.

Optional for all Cayenne models.

**Heat and noise-insulating glass.**

All Cayenne models are equipped as standard with heat-insulating tinted glass featuring a grey top tint on the windscreen. As an optional alternative, heat and noise-insulating laminated glass offers additional protection against infrared radiation. Enjoy peace and quiet, and an even more pleasant climate, in the passenger compartment.

The heat and noise-insulating glass option also includes privacy glass at the rear.

Optional for all Cayenne models.



Four-zone climate control for rear seat area



Cayenne GTS with privacy glass

## Inconspicuous. Unobtrusive. Indispensable.

### Sunscreen.

To protect the interior against direct sunlight, an electrically operated sunscreen for the rear side windows is available as an option. It can also be controlled from the driver's seat.

Optional for all Cayenne models.

### Rain sensor.

The front wiper system has two fixed speeds and an automatic rain sensor function.

Washer fluid is delivered via two heated jets, ensuring uniform coverage of the entire windscreen area.

The rear wiper system is designed for maximum visibility in all conditions.

### Porsche Entry & Drive.

With Porsche Entry & Drive, you can avoid the inconvenience of using a conventional key.

To enter the car, simply touch the door handle and the system automatically checks the encrypted access code on the key in your pocket. If the code is accepted, the doors are unlocked and you can step inside. To start or stop the engine, simply turn the ignition.

When you leave the car, all you have to do is press a button on the outside of

the door handle. Porsche Entry & Drive then locks the car, arms the immobiliser and locks the steering column.

Optional for all Cayenne models.

### Anti-theft protection.

The Cayenne models are all equipped as standard with an engine immobiliser and anti-theft alarm featuring ultrasonic interior surveillance.

The alarm circuit includes all four doors, bonnet, tailgate, rear screen, interior, ignition and trailer (if fitted).

The immobiliser system works by automatically communicating with the vehicle key. If the key is approved, the engine can be started as normal.

When the key is removed from the ignition, the steering column is automatically locked to provide additional security.

### Preparation for Porsche Vehicle Tracking System (PVTS).

This preparation enables future installation of the Porsche Vehicle Tracking System (PVTS) obtainable from Porsche Tequipment. PVTS can be used to locate a stolen vehicle in 25 EU countries as well as Norway, Switzerland and Russia – irrespective of where you live.

The vehicle is not tracked continually, only when the alarm is triggered. In the event of vehicle theft or manipulation, or if the loss of the vehicle is reported by the owner, a silent alarm is automatically triggered. The package includes a special wiring loom, higher capacity battery (depending on vehicle specification) and tilt sensor for the alarm system.

Optional for all Cayenne models.



Porsche Vehicle Tracking System (PVTS) with GPS tracking in the event of an alarm

**Explore the world.  
In every direction.**



Electric slide/tilt sunroof

**Electric slide/tilt sunroof.**

The electric slide/tilt sunroof is made from tinted single-pane safety glass and features a manually adjustable sunscreen and remote closing function. It is operated using a control located on the roof console. As with all electric windows, an anti-jam facility is included – for added safety.

Optional for all Cayenne models.

**Panoramic roof system.**

With a total surface area of approximately 1.4 square metres, the panoramic roof system is almost four times as large as the optional slide/tilt sunroof. It consists of two glass segments. Even when closed, it provides a unique 'open-top' driving experience. The panoramic view can be enjoyed from all seat positions in every type of weather. The forward segment can be opened or tilted upwards. An additional sunscreen protects the interior against direct sunlight.

Optional for all Cayenne models.



Panoramic roof system

**Seeing and being seen.  
It's all about having the right technology.**

**Driver assistance systems.**

**ParkAssist.**

This parking aid uses an acoustic signal and front/rear displays to alert the driver of any obstacles at the front or rear of the car. Its sensors are neatly concealed in the front and rear aprons. The acoustic signal is supplemented by a visual warning in the centre console display which provides a graphical representation of the vehicle's proximity to obstacles.

Standard on the Cayenne Turbo.  
Optional for all other Cayenne models.

**Reversing camera.**

The reversing camera facilitates reverse parking and manoeuvring and also assists with hitching a trailer. Help is provided in the form of a high-contrast colour image with dynamic guidelines on the PCM screen, which show the predicted course of the vehicle based on the current position of the steering wheel.

Optional on all Cayenne models.

**Automatically dimming mirrors.**

Another comfort-oriented feature: automatically dimming exterior and interior mirrors.

Standard on the Cayenne Turbo.  
Optional for all other Cayenne models.

**Cruise control.**

Cruise control automatically regulates the speed of your vehicle for added driver comfort on longer journeys. It can be used at speeds between 30 and 240 km/h (18 and 149 mph) and is operated using a button on one of the control stalks.

Standard on all Cayenne models.



Reversing camera



Reversing camera display in PCM



Adaptive cruise control

#### **Adaptive cruise control with Porsche Active Safe (PAS).<sup>1)</sup>**

Optional on all Cayenne models, adaptive cruise control regulates the speed of your vehicle in line with that of the vehicle in front. To do that, the system uses a radar sensor in the central air intake to monitor the road up to 200 m ahead.

If you approach another vehicle that is travelling slower than your selected cruising speed, the system slows the engine or gently applies the brakes. This continues until the distance that you have preset is maintained. If heavier braking is required, the driver has to

actively intervene. Your vehicle will now follow the one in front at a reduced speed.

If the other vehicle decelerates further, adaptive cruise control will continue to reduce your speed – even down to a halt. When the road ahead is free once more, the car automatically returns to your selected cruising speed between 30 and 210 km/h (18 and 130 mph). To pull away after an automatic stop, simply use the control lever or depress the accelerator pedal.

If selected by the driver, the integrated Stop & Go function automatically applies the brakes and then drives off again in congested traffic.

For added safety, the system also features integrated Porsche Active Safe (PAS). The system visually and audibly alerts the driver in the event of a sudden decrease in distance and briefly tugs on the brakes. It can also intervene in the braking process and apply increased braking pressure through to all-out emergency braking, if required.

Optional for all Cayenne models.

#### **Lane Change Assist (LCA).**

Lane Change Assist (LCA) monitors the area behind the vehicle and the blind spot using radar sensors. At speeds between 30 and 210 km/h (18 and 130 mph), the system alerts the driver of a vehicle in the blind spot or approaching quickly from behind via a visual signal from the exterior mirrors. This enhances comfort and safety, particularly when driving on the motorway. However, LCA does not actively intervene in the controlling of the vehicle and can be deactivated at any time.

Optional for all Cayenne models.



Lane Change Assist (LCA)

<sup>1)</sup>Available from 11/2012.



#### Speed limit indicator.<sup>1)</sup>

The speed limit indicator informs the driver about speed restrictions, restrictions on overtaking and when these no longer apply, which is recorded using a camera.

Information is shown on the colour TFT display in the instrument cluster and via PCM. If the driver misses a traffic sign – e.g. due to heavy rainfall or darkness – the speed limit stored in the navigation module is automatically displayed.

This leaves the driver free to focus on the road ahead.

Optional for all Cayenne models.



Speed limit indicator

<sup>1)</sup>Available from 11/2012.

**The Cayenne models.**  
**For when you need to pack in a whole lot more.**

**Transport.**



Ski bag

The Cayenne brings a new facet to the concept of high performance. And it's extremely versatile too.

**Luggage compartment.**

The Cayenne models have a spacious passenger area and, thanks to the adjustable rear bench, a large versatile luggage compartment. With a total volume of 670 litres<sup>1)</sup> (VDA), it offers more than enough space for up to six suitcases – depending on the size. Other standard features include an easily accessible meshed storage compartment on the left and a practical load-through facility when the centre section of the rear bench is folded down.

An automatic tailgate is available as an option. The opening height can be adjusted and set to the height of your garage.

With the rear seats folded, the loadspace expands to as much as 1,780 litres.<sup>2), 3)</sup> Items can be stored out of view and protected from the sun using a retractable cover with detachable storage cassette.

A handy ski bag is available as an option. As well as protecting the interior of your Cayenne, it can be used to transport your skis to and from the car. For added practicality, the ski bag is also washable.

Even when the car is fully laden, the self-levelling air suspension on the Cayenne Turbo (optional on all other models) maintains a constant ground clearance at front and rear.

For greater convenience, the air suspension package includes ride-height control, enabling the car to be lowered below the normal ride level (Loading Level) for easier loading of heavy items. When moving off, the suspension automatically reverts to the standard ride-height setting (Normal Level).



Loading option

<sup>1)</sup> Cayenne S Hybrid: 580 litres.

<sup>2)</sup> With sports seats: 1,705 litres.

Cayenne S Hybrid: 1,690 litres.

<sup>3)</sup> In conjunction with comfort memory package.



**Roof rails.**

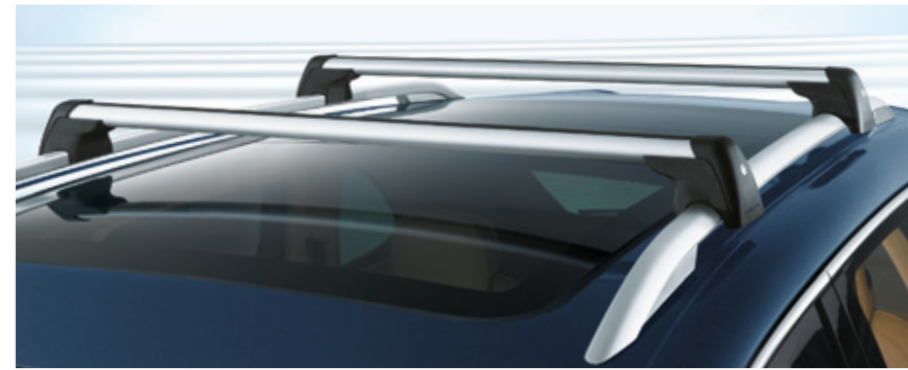
The high-quality roof rails in aluminium blend harmoniously with the dynamic design of the vehicle. The styling of the roof is further enhanced by a set of three drip rails included in the package. The roof rails are required for fitment of the optional roof transport system and come in a high-gloss black finish as part of the monochrome black exterior package. Only available as a factory-fitted option.

Optional for all Cayenne models.

**Roof transport system.**

Even when the luggage compartment is completely full, the Cayenne has space for more. In conjunction with the optional roof rails, the car can be equipped with a set of lockable transverse roof bars for all the usual load-carrying attachments from Porsche. The load-bearing parts are made from aluminium and enable a maximum roof load of 100 kg. Load-carrying attachments are available from Porsche Tequipment.

Optional for all Cayenne models.



Roof rails/drip rails with matt Aluminium Look finish incl. roof transport system



Roof rails/drip rails with black finish incl. roof transport system



#### **Loadspace management system.**

This facility enables you to partition the luggage compartment and secure individual objects during transit using a rail system with sliding telescopic bar, a fixing belt and four variable lashing eyelets. A reversible mat protects against dirt while securing luggage under braking, etc. The package also includes a loadspace partition net which provides additional safety when the car is fully laden. The partition attaches to one of two easily accessible points on the rooflining.

Optional for all Cayenne models.

#### **Towbar systems.**

For the largest of loads, you can choose from two towing options: an electrically deployable towbar system or a manually detachable towbar. With the electric system, the ball neck is retracted at the push of a button and concealed beneath the rear apron. Both options have a 13-pin socket and offer a maximum braked trailer load of 3,500 kg (2,700 kg on the Cayenne with manual gearbox) or an unbraked load of 750 kg, with a maximum noseweight of 140 kg. Both systems are also available for future installation. All models have a towbar preparation as standard.

Optional for all Cayenne models.



# PERSONALISATION

Looking for that little bit more?  
Or something different?  
Create a Porsche Cayenne that  
reflects your own individual style.



## Colours.

Colours can affect people in very different ways. That's why the Cayenne models come in an extensive colour

range with no fewer than 11 exterior shades. In total, there's a choice of two solid, seven metallic and two special colours. You can also choose from

five interior colours and four two-tone combinations, as well as eight interior packages in aluminium, carbon or a selection of fine woods.

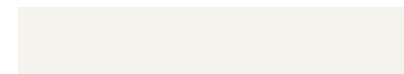
To see how these colour options would look on your car, use the Porsche Car Configurator at [www.porsche.com](http://www.porsche.com).

Design a Porsche Cayenne that uniquely reflects your own individual style. Inside and out.

### Solid exterior colours.



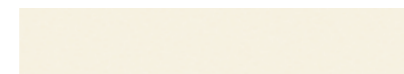
Black



White



### Metallic exterior colours.



Classic Silver Metallic



Jet Black Metallic



Dark Blue Metallic



Meteor Grey Metallic



### Metallic exterior colours.



Umber Metallic



Jet Green Metallic



Auburn Metallic



### Special exterior colours.



Peridot Metallic<sup>1)</sup>



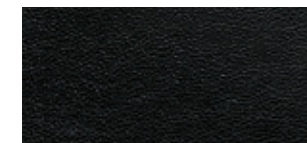
Carmine Red<sup>2)</sup>



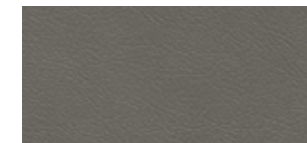
<sup>1)</sup>Exclusively available for the Cayenne GTS.

<sup>2)</sup>For Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid, Cayenne GTS and Cayenne Turbo: introduction planned for 11/2012.

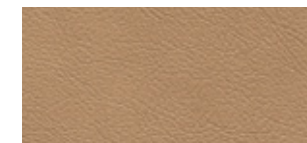
**Standard interior colours.  
Dashboard/trim/seats.**



Black



Platinum Grey

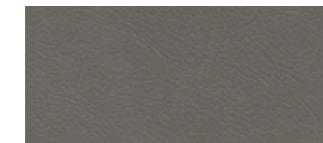


Luxor Beige

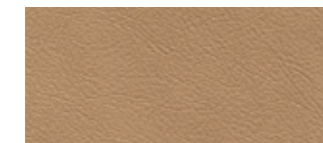
**Standard colours:  
leather interior.  
Dashboard/trim/seats.**



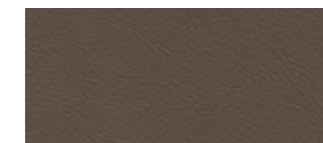
Black



Platinum Grey

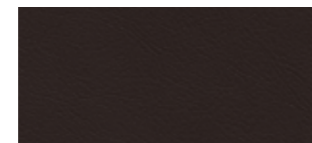


Luxor Beige



Umber

**Natural leather interior.<sup>5)</sup>  
Dashboard/trim/seats.**



Espresso

**Two-tone combinations:  
natural leather interior.<sup>5)</sup>  
Dashboard/trim/seats.**



Espresso/Cognac  
(rooflining: Espresso, carpet<sup>1)</sup>: Cognac)

**Two-tone combinations:  
leather interior.<sup>5)</sup>  
Dashboard/trim/seats.**



Black/Titanium Blue  
(rooflining: Black, carpet<sup>1)</sup>: Titanium Blue)

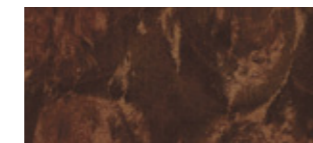


Umber/Cream  
(rooflining: Umber, carpet<sup>1)</sup>: Cream)



Umber/Light Tartufo  
(rooflining: Umber, carpet<sup>1)</sup>: Light Tartufo)

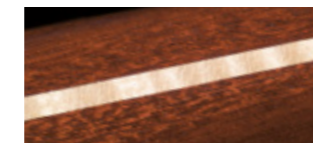
**Interior packages.**



Walnut (wood)<sup>2), 3)</sup>



Anthracite birch (wood)<sup>2), 3)</sup>



Yachting Mahogany (wood)<sup>2)</sup>

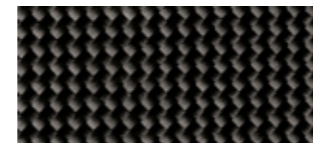


GTS interior package<sup>4)</sup> in Carmine Red  
GTS interior package<sup>4)</sup> in Peridot

**Interior packages.**



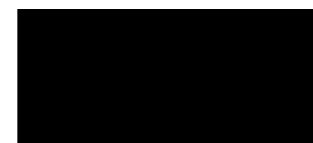
Natural olive (wood)<sup>2)</sup>



Carbon<sup>3)</sup>



Brushed aluminium



Monochrome black (high-gloss)

**Available colour combinations.**



Leather interior in Platinum Grey with carbon interior package



Leather interior in Luxor Beige with natural olive interior package



Leather interior in Umber with walnut interior package

**Available colour combinations.**



Two-tone leather interior in Black/Titanium Blue with brushed aluminium interior package



Two-tone natural leather interior in Espresso/Cognac with walnut interior package



Two-tone leather interior in Umber/Light Tartufo with walnut interior package

**Available colour combinations.**



GTS interior package in Carmine Red<sup>4)</sup>



GTS interior package in Peridot<sup>4)</sup>

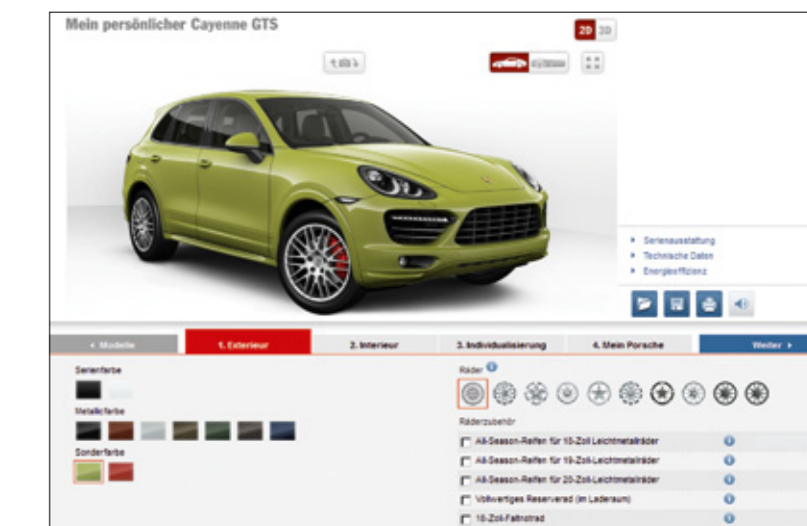
**Porsche Car Configurator.**

Performance, elegance and pure luxury. You decide in which form your new Cayenne suits you best. You can use the Porsche Car Configurator to create an image of your ideal vehicle – on your PC. Four easy steps is all it takes to configure your very own, unique Porsche.

Simply select or deselect the options as required. The price will be automatically

updated. The Car Configurator has high visual appeal as it shows all of the equipment in 3D. This allows you to view your configuration from all angles, before saving it and printing it out.

To access the Porsche Car Configurator and further details on the fascinating world of Porsche, go to [www.porsche.com](http://www.porsche.com).





SportDesign package



Panoramic roof system

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Exterior.</b>								
Metallic paint	○	○	○	○	○	●	Code	122
Special colours <sup>1)</sup>	○	○	○	○	○	○	Code	123
Porsche Entry & Drive	○	○	○	○	○	○	4F2	104
SportDesign package with side skirts <b>Exclusive</b>	○	○	○	○	●	○	2D1	
SportDesign package without side skirts <b>Exclusive</b>	○	○	○	○	–	○	2D2	
Monochrome black exterior package (high-gloss)	○	○	○	○	●	○	QJ4	
Deletion of model designation	N	N	N	N	N	N	0NA	
Wheel arch extensions in black with side door protection mouldings	○	○	○	○	–	○	6GB	
Wheel arch extensions in exterior colour	○	○	○	○	–	○	6GH	
Stainless steel skid plate (front)	○	○	○	○	–	○	2JC	
Stainless steel skid plates (front and rear)	○	○	○	○	–	○	2JX	
Running boards	○	○	○	○	–	○	VR1	
Aluminium rock rails	○	○	○	○	–	○	VR2	
Privacy glass	○	○	○	○	○	○	4KF	102
Heat and noise-insulating glass	○	○	○	○	○	○	VW5	102
Heated windscreen	○	○	○	○	○	○	4GG/4GH	102
Electric slide/tilt sunroof in glass	○	○	○	○	○	○	3FE	106
Panoramic roof system	○	○	○	○	○	○	3FU	106

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Exterior.</b>								
Roof rails/drip rails with matt Aluminium Look finish	○	○	○	○	–	○	3S1	117
Roof rails/drip rails with black finish	○	○	○	○	○	○	3S5	117
Roof rails/drip rails with matt Aluminium Look finish incl. roof transport system	○	○	○	○	–	○	5W1	117
Roof rails/drip rails with black finish incl. roof transport system	○	○	○	○	○	○	5W4	117
Automatically dimming exterior and interior mirrors	○	○	○	○	○	●	PA1/PA2	108
Automatic tailgate	○	○	○	○	○	○	4E7	115
Towbar system with electrically deployable towball	○	○	○	○	○	○	1D9	119
Towbar system with manually detachable towball	○	○	○	○	○	○	1D2	119
ParkAssist (front and rear)	○	○	○	○	○	●	7X2	108
Reversing camera with ParkAssist (front and rear)	○	○	○	○	○	○	7X8	108
Tinted LED taillights with adaptive brake lights <b>Exclusive</b>	○	○	○	○	●	○	8SB	
Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS)	○	○	○	○	–	●	8JE	65
Bi-Xenon main headlights in black with Porsche Dynamic Light System (PDLS) <b>Exclusive</b>	○	○	○	○	●	○	8EF/ 8JG	65
Porsche Dynamic Light System Plus (PDLS Plus) <sup>2)</sup>	○	○	○	○	○	○	8G1	65

– not available ○ extra-cost option ● standard equipment N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

<sup>1)</sup>For Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and Cayenne Turbo: introduction planned for 11/2012.

<sup>2)</sup>Introduction planned for 11/2012.



Tinted taillights



Bi-Xenon main headlights in black



18-inch Cayenne wheel



18-inch Cayenne S III wheel



19-inch Cayenne Turbo wheel



19-inch Cayenne Design II wheel

**Option**

**Wheels.**

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
18-inch Cayenne wheel	●	●	N	N	N	–	C1J	60
18-inch Cayenne S III wheel	○	○	●	●	N	–	C1Q	61
19-inch Cayenne Turbo wheel	○	○	○	○	N	●	C8K	61
19-inch Cayenne Design II wheel <sup>1)</sup>	○	○	○	○	N	○	F09	61
20-inch RS Spyder Design wheel with reduced offset in conjunction with SportDesign package and wheel arch extensions	○	○	○	○	●	○	C5B	61
20-inch RS Spyder Design wheel	○	○	○	○	–	○	CP5	61
20-inch Cayenne SportDesign II wheel	○	○	○	○	N	○	CN7	61
21-inch 911 Turbo II wheel with wheel arch extensions	○	○	○	○	○	○	CZ4	61
21-inch Cayenne SportEdition wheel with wheel arch extensions <b>Exclusive</b>	○	○	○	○	○	○	CK0	61
21-inch Cayenne SportEdition wheel painted black with wheel arch extensions <b>Exclusive</b>	○	○	○	○	○	○	CQ1	61

– not available   ○ extra-cost option   ● standard equipment   N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

**Option**

**Wheels.**

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
All-season tyre for 18-inch alloy wheel	N	N	N	N	N	–	H9M	
All-season tyre for 19-inch alloy wheel	N	N	N	N	N	N	HQ3	
All-season tyre for 20-inch alloy wheel	N	N	N	N	N	N	HQ4	
Full-size spare wheel (stows inside luggage compartment) <sup>2)</sup>	○	○	○	–	○	○	3F4	
18-inch collapsible spare wheel (stows beneath loadspace floor)	○	○	○	○ <sup>2)</sup>	○	–	1G1	
19-inch collapsible spare wheel (stows beneath loadspace floor)	○ <sup>3)</sup>	○ <sup>3)</sup>	○ <sup>3)</sup>	○ <sup>2)</sup>	–	○	1G4	
20-inch collapsible spare wheel (stows beneath loadspace floor)	–	–	–	–	○ <sup>3)</sup>	○	1G6	
Tyre Pressure Monitoring (TPM)	○	○	○	○	○	●	7K3	60
Wheel centre with full-colour Porsche Crest	○	○	○	○	○	○	1NP	

<sup>1)</sup>In conjunction with 275-mm tyres for the Cayenne Turbo and 265-mm tyres for all other models.

<sup>2)</sup>Stows in internal holder on right-hand side of luggage compartment.

<sup>3)</sup>Only in conjunction with PCCB.



20-inch RS Spyder Design wheel



20-inch Cayenne SportDesign II wheel



21-inch 911 Turbo II wheel (forged)



21-inch Cayenne SportEdition wheel



Porsche Ceramic Composite Brake (PCCB)



Sports exhaust system with twin tailpipe trims in matt black<sup>2)</sup>

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Engine, transmission and chassis.</b>								
8-speed Tiptronic S with auto start/stop function	○	●	●	●	●	●	G1G	46
Porsche Torque Vectoring Plus (PTV Plus)	○	–	○	–	○	○	1Y1	58
Power steering Plus	○	○	○	●	○	○	1N3	55
Porsche Active Suspension Management (PASM)	○	○	○	○	●	–	1BH	58
Air suspension with Porsche Active Suspension Management (PASM)	○	○	○	○	○	●	1BK	56
Porsche Dynamic Chassis Control (PDCC)	○	–	○	–	○	○	OAW	57
Porsche Ceramic Composite Brake (PCCB) Disc diameter (front/rear): 390 mm/370 mm	○	○	○	○	–	–	PB2	68
Porsche Ceramic Composite Brake (PCCB) Disc diameter (front/rear): 420 mm/370 mm	–	–	–	–	○	○	PB3	68
Sports exhaust system with twin dual-tube tailpipes (high-gloss) <sup>1), 2)</sup> <b>Exclusive</b>	○	–	○	–	●	–	OP8	45

– not available   ○ extra-cost option   ● standard equipment   N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

<sup>1)</sup> Only in conjunction with Tiptronic S.

<sup>2)</sup> For Cayenne GTS: with twin tailpipe trims in matt black.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Engine, transmission and chassis.</b>								
Powerkit Cayenne Turbo <b>Exclusive</b>	–	–	–	–	–	○	E81	
Sports tailpipes <b>Exclusive</b>	○	○	○	○	–	○	OP3	
Off-road underbody protection	○	○	○	○	–	○	PT1	
100-litre fuel tank	N	N	N	N	N	●	OM1	
<b>Interior.</b>								
Seat heating (front)	○	○	○	○	○	–	4A3	87
Seat heating (front and rear)	○	○	○	○	○	●	4A4	87
Seat ventilation (front)	○	○	○	○	○	○	4D3	87
Heated sports steering wheel	○	○	○	○	○	●	2PH	
Multifunction steering wheel	○	○	○	○	N	○	2ZM	82
Heated multifunction steering wheel	○	○	○	○	○	○	2ZH	

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.



Sports tailpipes



Multifunction steering wheel



SportDesign steering wheel with gearshift paddles



Comfort lighting package

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Interior.</b>								
SportDesign steering wheel with gearshift paddles	○	○	○	○	●	○	1ML	82
Adaptive sports seats with comfort memory package (18-way) <sup>1)</sup>	○	○	○	○	○	●	PE6	86
Comfort memory package (14-way) <sup>2)</sup>	○	○	○	○	○	N	PE5/Q2J	86
Driver memory package	○	○	○	○	○	–	3L4	86
Rooflining in Alcantara	○	○	○	○	●	●	6NN	
Porsche Crest embossed on head restraints (front)	○	○	○	○	○	○	3J7	
<b>Exclusive</b>								
Porsche Crest embossed on head restraints (front and outer rear seats)	○	○	○	○	○	○	5ZF	
<b>Exclusive</b>								
Door-sill guards in stainless steel with model logo (front) <sup>4)</sup>	○	○	●	●	●	●	7M1	
Electric sunscreen for rear side windows	○	○	○	○	○	○	3Y8	104
Floor mats	○	○	○	○	○	○	0TD	
Comfort lighting package	○	○	○	○	○	○	PP5/PP6	102
4-zone climate control	○	○	○	–	○	○	9AH	102
Auxiliary heating system	○	○	○	–	○	○	9M9	
Side airbags (rear)	○	○	○	○	○	○	4X4	72

– not available   ○ extra-cost option   ● standard equipment   N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Interior.</b>								
Adaptive cruise control with Porsche Active Safe (PAS) <sup>3)</sup>	○	○	○	○	○	○	8T3	110
Speed limit indicator <sup>3)</sup>	○	○	○	○	○	○	9Q6	113
Lane Change Assist (LCA)	○	○	○	○	○	○	7Y1	111
Preparation for Porsche Vehicle Tracking System (PVTS)	○	○	○	○	○	○	7G5	104
HomeLink® (garage-door opener)	○	○	○	○	○	○	VC1	
Loadspace management system	○	○	○	○	○	○	3GN	119
Ski bag	○	○	○	○	○	○	3X1	114, 115
Smoker package	N	N	N	N	N	N	9JB	
Fire extinguisher	○	○	○	○	○	○	6A7	

<sup>1)</sup>Includes electric adjustment of lumbar support, squab length, side cushions on backrest/squab and steering column (Cayenne Turbo: comfort memory package as no-cost option); comfort memory package (driver's side: seat, steering column, exterior mirror settings; front passenger's side: seat settings) and other additional functions.

<sup>2)</sup>Includes electric adjustment of lumbar support, squab length and steering column, a comfort memory package (driver's side: seat, steering column, exterior mirror settings; front passenger's side: seat settings) and other additional functions.

<sup>3)</sup>Introduction planned for 11/2012.

<sup>4)</sup>'Cayenne' for Cayenne and Cayenne Diesel, 'Cayenne S' for Cayenne S and Cayenne S Hybrid, 'Cayenne GTS' for Cayenne GTS and 'Cayenne turbo' for Cayenne Turbo.



Door-sill guards in stainless steel with model logo (front), floor mats



Electric sunscreen for rear side windows



Leather interior package in standard colours, smooth-finish leather



Leather interior package in two-tone combination natural leather

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Interior: leather.</b>								
Leather interior package in standard colours, smooth-finish leather	○	○	○	○	●	●	Code	124
Leather interior package in two-tone combination <sup>1)</sup>	○	○	○	○	○	○	Code	124
Leather interior package in natural leather <sup>1)</sup>	○	○	○	○	○	○	Code	124
Leather interior package in two-tone combination natural leather <sup>1)</sup>	○	○	○	○	○	○	Code	124
Soft ruffled leather on seat centres	○	○	○	○	–	○	N5Y/N7D/ N7F	
GTS interior package in Carmine Red <sup>2)</sup>	–	–	–	–	○	–	6FQ	17, 85
GTS interior package in Peridot <sup>2)</sup>	–	–	–	–	○	–	6FR	17, 85

– not available   ○ extra-cost option   ● standard equipment   N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Interior packages.</b>								
Monochrome black interior package (high-gloss)	●	●	●	●	N	N	5TL	125
Brushed aluminium interior package	○	○	○	○	●	●	5TE	125
Walnut interior package (wood) <sup>3)</sup>	○	○	○	○	○	○	5MG/PH4	124
Heated multifunction steering wheel in walnut (wood) <sup>3)</sup>	○	○	○	○	○	○	1XJ	
Natural olive interior package (wood) <sup>3)</sup>	○	○	○	○	○	○	5TF/PH5	125
Anthracite birch interior package (wood) <sup>3)</sup>	○	○	○	○	○	○	5MB/PH6	124
Heated multifunction steering wheel in anthracite birch (wood) <sup>3)</sup>	○	○	○	○	○	○	1XE	
Carbon interior package	○	○	○	○	○	○	5MH/PH7	125
Heated multifunction steering wheel in carbon	○	○	○	○	○	○	2FX	
Yachting Mahogany interior package (wood) <sup>3)</sup>	○	○	○	○	○	○	5ML/PH8	124
<b>Exclusive</b>								
Heated multifunction steering wheel in Yachting Mahogany (wood) <sup>3)</sup>	○	○	○	○	○	○	2ZU	
<b>Exclusive</b>								

<sup>1)</sup>For Cayenne GTS: only in conjunction with comfort memory package or adaptive sports seats.

<sup>2)</sup>Only in conjunction with black leather interior and GTS sports seats.

<sup>3)</sup>Colour and grain may vary.



Carbon interior package



Natural olive interior package (wood)



BOSE® Surround Sound System



Burmester® High-End Surround Sound System

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Audio and communication: CDR audio system.</b>								
CDR Plus audio system <sup>2)</sup>	○	○	○	○	○	–	PM1	
BOSE® Surround Sound System <sup>1)</sup>	○	○	○	○	○	–	9VL	
Burmester® High-End Surround Sound System <sup>1)</sup>	○	○	○	○	○	–	9VJ	100
CD autochanger (6-disc) <sup>2)</sup>	○	○	○	○	○	–	7D7	92
Universal audio interface (AUX)	○	○	○	○	○	–	UF1	96
Mobile phone preparation (HFP) <sup>4), 5)</sup>	○	○	○	○	○	–	9W5	96
Online services <sup>8)</sup>	○	○	○	○	○	○	UN1	96
Porsche Rear Seat Entertainment	○	○	○	○	○	–	AEC	90
<b>Exclusive</b>								
<b>Audio and communication: PCM.</b>								
Porsche Communication Management (PCM) with navigation module <sup>2)</sup>	○	○	○	○	○	●	7T1	92
BOSE® Surround Sound System <sup>1)</sup>	○	○	○	○	○	●	9VL	98
Burmester® High-End Surround Sound System <sup>1)</sup>	○	○	○	○	○	○	9VJ	100
CD/DVD autochanger (6-disc) <sup>2)</sup>	○	○	○	○	○	○	7D7	92
Universal audio interface (AUX, USB, e.g. for iPod®) <sup>3)</sup> with cover art	○	○	○	○	○	○	UF1	96

– not available ○ extra-cost option ● standard equipment N no-cost option  
For more information on the options featured in this catalogue, please refer to the price list.

<sup>1)</sup>Reduced luggage compartment volume due to subwoofer beneath loadspace floor. Cayenne S Hybrid: no storage compartment on left-hand side of luggage compartment.

<sup>2)</sup>May be incompatible with some copy-protected CDs/DVDs.

<sup>3)</sup>For information on compatibility with the latest iPod® and iPhone® models, please contact your Porsche Centre.

<sup>4)</sup>For information on compatible mobile phones, please visit [www.porsche.com](http://www.porsche.com) or contact your Porsche Centre.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	I no.	Page
<b>Audio and communication: PCM.</b>								
Mobile phone preparation (HFP) <sup>4), 5)</sup>	○	○	○	○	○	○	9W5	96
Telephone module (SAP and HFP) <sup>4), 5)</sup>	○	○	○	○	○	○	9W1	95
Telephone module (SAP and HFP) with cordless keypad handset <sup>4), 5)</sup>	○	○	○	○	○	○	9ZP	95
Sport Chrono Package	○ <sup>6)</sup>	○ <sup>6)</sup>	○ <sup>6)</sup>	○ <sup>6)</sup>	○	○ <sup>6)</sup>	QR5	59
Compass display in instrument cluster	○	○	○	○	○	○	QR1	
Electronic logbook	○	○	○	○	○	○	9NY	97
Voice control	○	○	○	○	○	○	QH1	95
Wireless Internet access <sup>7)</sup>	○	○	○	○	○	○	AXZ	
<b>Exclusive</b>								
Digital radio <sup>8)</sup>	○	○	○	○	○	○	QU0	
Online services <sup>8)</sup>	○	○	○	○	○	○	UN1	96
TV tuner <sup>9)</sup>	○	○	○	○	○	○	QV1	94
Porsche Rear Seat Entertainment	○	○	○	○	○	○	AEC	90
<b>Factory collection.</b>								
Factory collection Cayenne	○	○	○	○	○	○	S9Y/SZ8	141

<sup>5)</sup>Mobile phone preparation or telephone module in HFP mode: using a mobile phone inside the vehicle may expose occupants to increased levels of electromagnetic radiation. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card helps to prevent exposure to this radiation as only the car's external aerial is used.

<sup>6)</sup>For Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid and Cayenne Turbo: introduction planned for 11/2012.

<sup>7)</sup>Wireless Internet access and your terminal must be initially configured in accordance with the instructions in your operating manual.

<sup>8)</sup>Introduction planned for 11/2012.

<sup>9)</sup>Suitable for receiving analogue and digital TV signals (DVB-T in MPEG-2 standard) – where available.



Porsche Communication Management (PCM) with navigation module



Universal audio interface



**Porsche Exclusive.**

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All that remains is for you to decide where you wish to take delivery of your new Cayenne. Stuttgart-Zuffenhausen is a location steeped in tradition and history. You will find traces of Porsche wherever you go – and what better way to experi-

ence it up close than with a visit to the Porsche Museum. Exhibits include legendary models from more than 60 years of sports car engineering.

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Porsche Museum in Stuttgart-Zuffenhausen



On-road test track at Porsche Leipzig



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Ask your Porsche Centre for the latest brochures from Porsche Exclusive, Porsche Tequipment, Driver's Selection by Porsche Design and the Porsche Driving Experience.

# SUMMARY

When designing the Cayenne,  
we decided to make it different.  
And therefore more Porsche  
then ever.

To the point.  
The Cayenne models.



## Technical data.

	Cayenne	Cayenne Diesel	Cayenne S
<b>Engine/electric motor</b>			
Cylinders	6	6	8
Displacement	3,598 cm <sup>3</sup>	2,967 cm <sup>3</sup>	4,806 cm <sup>3</sup>
Max. power (DIN) at rpm	220 kW (300 hp) at 6,300 rpm	180 kW (245 hp) at 3,800–4,400 rpm	294 kW (400 hp) at 6,500 rpm
Max. torque at rpm	400 Nm at 3,000 rpm	550 Nm at 1,750–2,750 rpm	500 Nm at 3,500–5,000 rpm
Compression ratio	11.7:1	16.8:1	12.5:1
Max. power (electric motor) at rpm	–	–	–
Max. torque (electric motor) at rpm	–	–	–
Max. power (parallel full hybrid) at rpm	–	–	–
Max. torque (parallel full hybrid) at rpm	–	–	–

## Transmission

Layout	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): permanent all-wheel drive with self-locking centre differential, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)
Lockable differentials (standard)	Electronically controlled multi-plate clutch, variable centre differential	Self-locking centre differential	Electronically controlled multi-plate clutch, variable centre differential
6-speed manual gearbox	Standard	–	–
8-speed Tiptronic S	Optional	Standard	Standard

Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo
6	8	8
2,995 cm <sup>3</sup>	4,806 cm <sup>3</sup>	4,806 cm <sup>3</sup>
245 kW (333 hp) at 5,500–6,500 rpm	309 kW (420 hp) at 6,500 rpm	368 kW (500 hp) at 6,000 rpm
440 Nm at 3,000–5,250 rpm	515 Nm at 3,500 rpm	700 Nm at 2,250–4,500 rpm
10.5:1	12.5:1	10.5:1
34 kW (47 hp) at > 1,150 rpm	–	–
300 Nm at < 1,150 rpm	–	–
279 kW (380 hp) at 5,500 rpm	–	–
580 Nm at 1,000 rpm	–	–

Porsche Traction Management (PTM): permanent all-wheel drive with self-locking centre differential, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)
Self-locking centre differential	Electronically controlled multi-plate clutch, variable centre differential	Electronically controlled multi-plate clutch, variable centre differential
–	–	–
Standard	Standard	Standard

For fuel consumption, CO<sub>2</sub> emissions and efficiency class data, please refer to pages 150/151.

Some of the vehicles featured in this catalogue are fitted with optional equipment available at extra cost. All information in respect of features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Porsche reserves the right to alter specifications and other product information without prior notice.

## Technical data.

	Cayenne	Cayenne Diesel	Cayenne S
<b>Chassis</b>			
Front axle	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
Rear axle	Multi-link suspension, fully independent	Multi-link suspension, fully independent	Multi-link suspension, fully independent
Steering	Power-assisted, hydraulic	Power-assisted, hydraulic	Power-assisted, hydraulic
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS
Wheels	8.0J x 18	8.0J x 18	8.0J x 18
Tyres	255/55 R 18	255/55 R 18	255/55 R 18
<b>Unladen weight</b>			
	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
DIN	1,995 kg/2,030 kg	2,080 kg	2,065 kg
EC <sup>1)</sup>	2,070 kg/2,105 kg	2,155 kg	2,140 kg
Permissible gross weight	2,765 kg/2,800 kg	2,840 kg	2,840 kg
Maximum payload	770 kg/770 kg	760 kg	775 kg
<b>Performance</b>			
	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
Top speed	230 km/h (142 mph) / 230 km/h (142 mph)	220 km/h (136 mph)	258 km/h (160 mph)
0–100 km/h (0–62 mph)	7.5 secs/7.8 secs	7.6 secs	5.9 secs
Flexibility (manual gearbox) in second highest (5th) gear, 80–120 km/h (49–74 mph)	9.6 secs	–	–
Overtaking acceleration (automatic transmission) 80–120 km/h (49–74 mph)	5.4 secs	5.3 secs	4.0 secs

<sup>1)</sup> The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo
<b>Chassis</b>			
Front axle	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
Rear axle	Multi-link suspension, fully independent	Multi-link suspension, fully independent	Multi-link suspension, fully independent
Steering	Power-assisted, electro-hydraulic	Power-assisted, hydraulic	Power-assisted, hydraulic
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS
Wheels	8.0J x 18	9.5J x 20	8.5J x 19
Tyres	255/55 R 18	275/45 R 20	265/50 R 19
<b>Unladen weight</b>			
	Tiptronic S	Tiptronic S	Tiptronic S
DIN	2,240 kg	2,085 kg	2,170 kg
EC <sup>1)</sup>	2,315 kg	2,160 kg	2,245 kg
Permissible gross weight	2,910 kg	2,840 kg	2,880 kg
Maximum payload	670 kg	755 kg	710 kg
<b>Performance</b>			
	Tiptronic S	Tiptronic S	Tiptronic S
Top speed	242 km/h (150 mph)	261 km/h (162 mph)	278 km/h (172 mph)
0–100 km/h (0–62 mph)	6.5 secs	5.7 secs	4.7 secs
Flexibility (manual gearbox) in second highest (5th) gear, 80–120 km/h (49–74 mph)	–	–	–
Overtaking acceleration (automatic transmission) 80–120 km/h (49–74 mph)	4.6 secs	3.8 secs	3.1 secs

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## Technical data.

	<b>Cayenne</b>	<b>Cayenne Diesel</b>	<b>Cayenne S</b>
<b>Fuel consumption/emissions/efficiency class<sup>1)</sup></b>	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
Fuel grade	Super Plus	Diesel	Super Plus
Urban in l/100 km (mpg)	15.9 (17.8)/13.2 (21.4)	8.4 (33.6)	14.4 (19.6)
Extra urban in l/100 km (mpg)	8.5 (33.2)/8.0 (35.3)	6.5 (43.5)	8.2 (34.4)
Combined in l/100 km (mpg)	11.2 (25.2)/9.9 (28.5)	7.2 (39.2)	10.5 (26.9)
CO <sub>2</sub> emission in g/km	263/236	189	245
Emissions standard	EU 5	EU 5	EU 5
Efficiency class (Germany) <sup>3)</sup>	G/E	C	E
Efficiency class (Switzerland) <sup>3)</sup>	G/G	D	G

### Dimensions

Length	4,846 mm	4,846 mm	4,846 mm
Width (incl. mirrors)	1,939 mm (2,155 mm)	1,939 mm (2,155 mm)	1,939 mm (2,155 mm)
Height	1,705 mm	1,705 mm	1,705 mm
Wheelbase	2,895 mm	2,895 mm	2,895 mm
Luggage compartment volume (VDA), with rear seats folded	670 litres/1,780 litres	670 litres/1,780 litres	670 litres/1,780 litres
Tank capacity/reserve	85 litres/15 litres	85 litres/13 litres	85 litres/15 litres

<sup>1)</sup>The data presented here was recorded in the combined test cycle in accordance with the Euro 5 test procedure (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) and the NEDC (New European Driving Cycle). The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. Fuel consumption and CO<sub>2</sub> emissions are not only determined by a vehicle's fuel efficiency, but also by the driving style and other factors irrespective of vehicle specification. All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. For more information on individual models, please contact your Porsche Centre.

	<b>Cayenne S Hybrid</b>	<b>Cayenne GTS</b>	<b>Cayenne Turbo</b>
	Tiptronic S	Tiptronic S	Tiptronic S
	Super	Super Plus	Super Plus
	8.7 (32.5)	14.8 (19.1)	15.8 (17.9)
	7.9 (35.8)	8.5 (33.2)	8.4 (33.6)
	8.2 (34.4)	10.7 (26.4)	11.5 (24.6)
	193	251	270
	EU 5	EU 5	EU 5
	B	F	F
	E	G	G

	4,846 mm	4,846 mm	4,846 mm
	1,939 mm (2,155 mm)	1,954 mm (2,155 mm)	1,939 mm (2,155 mm)
	1,705 mm	1,688 mm	1,702 mm
	2,895 mm	2,895 mm	2,895 mm
	580 litres/1,690 litres	670 litres/1,705 litres/1,780 litres <sup>2)</sup>	670 litres/1,705 litres/1,780 litres <sup>2)</sup>
	85 litres/13 litres	85 litres/15 litres	100 litres/15 litres

<sup>2)</sup>In conjunction with comfort memory package.

<sup>3)</sup>Only applicable in the countries specified.

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## Technical data.

	Cayenne	Cayenne Diesel	Cayenne S
<b>Off-road capability</b>			
Wading depth	500 mm	500 mm	500 mm
Approach angle <sup>1)</sup>	26.0° (steel-spring suspension)	26.0° (steel-spring suspension)	26.0° (steel-spring suspension)
Departure angle <sup>1)</sup>	24.5° (steel-spring suspension)	24.5° (steel-spring suspension)	24.5° (steel-spring suspension)
Ramp breakover angle <sup>1)</sup>	20.5° (steel-spring suspension)	20.5° (steel-spring suspension)	20.5° (steel-spring suspension)

### Ground clearance with steel-spring suspension<sup>1)</sup>

Max. ground clearance	215 mm	215 mm	215 mm
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### Ground clearance with air suspension<sup>1)</sup>

High Level II	268 mm	268 mm	268 mm
High Level I	238 mm	238 mm	238 mm
Normal Level	210 mm	210 mm	210 mm
Low Level I	188 mm	188 mm	188 mm
Low Level II	178 mm	178 mm	178 mm
Loading Level	158 mm	158 mm	158 mm

	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo
Wading depth	500 mm	482 mm	500 mm
Approach angle <sup>1)</sup>	26.0° (steel-spring suspension)	24.8° (steel-spring suspension)	26.0° (air suspension)
Departure angle <sup>1)</sup>	24.5° (steel-spring suspension)	24.0° (steel-spring suspension)	24.5° (air suspension)
Ramp breakover angle <sup>1)</sup>	20.5° (steel-spring suspension)	19.0° (steel-spring suspension)	20.0° (air suspension)
Max. ground clearance	215 mm	204 mm	–
High Level II	268 mm	261 mm	273 mm
High Level I	238 mm	231 mm	243 mm
Normal Level	210 mm	203 mm	215 mm
Low Level I	188 mm	193 mm	193 mm
Low Level II	178 mm	193 mm	183 mm
Loading Level	158 mm	181 mm	163 mm

<sup>1)</sup>At DIN unladen weight, ground clearance at axle centre.

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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information in respect of construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of going to print (03/12). Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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