



PORSCHE



**The Cayenne**



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# THE CAYENNE





## THE CAYENNE

Porsche has been building sports cars for more than 60 years. During that time, our race-proven technologies have brought Intelligent Performance to the road—and great emotion to everyday driving.

Yet the Cayenne is anything but ordinary. It is Porsche performance, Porsche design, and Porsche security applied to the sport utility segment. Continuing to evolve the Cayenne concept has achieved a remarkable result: a broad range of Cayenne models that bring us closer to the fascinating appeal of the sports car than ever before.

The Cayenne. To the point.

**Start with a successful concept.  
Then spend years thinking of every possible way it can be made even better.**

### The Cayenne models.

When it was first launched in 2004, the Cayenne was met with some skepticism. Could an SUV truly be considered a Porsche? Our reply: Never before in the history of Porsche has one of our models gone from zero to 100,000 sold units so quickly.

Now in its second generation, the Cayenne has firmly established its reputation as a pure, no-compromises Porsche. With each new variation of the Cayenne, Porsche engineers further demonstrate that exceptional sports car performance is not restricted to just traditional sports cars. And with the new Cayenne Diesel, Porsche proves once more that it is not afraid to follow an unconventional path.

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 in fuel consumption. This was achieved thanks to the Cayenne models being considerably lighter, with each one weighing up to 400 pounds less than the respective previous model. They also feature a host of advanced technologies such as the Auto Start Stop function. All this has made our vehicles more dynamic, practical, and comfortable than ever before.

For increased comfort and safety, Lane Change Assist (LCA) and Adaptive Cruise Control are available as options. Ensuring a phenomenal sound experience in every seat position is the optional Burmester® High-End Surround Sound System.

The new Cayenne GTS further refines the basic idea of a sport utility descended from a thoroughbred sports car. The purist among Cayenne models, it offers one thing above all else: pure sporting prowess. The exceptional performance of the new Cayenne GTS is enhanced by a reduction in ride height and the addition of sports-oriented components and materials.

The most innovative—and therefore in keeping with the rest of the Porsche family—is the Cayenne S Hybrid. Its Parallel Full Hybrid system harnesses the power of an electric 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 new Cayenne Diesel is no exception. The drive system is the beneficiary of Intelligent Performance—resulting in a powerful yet efficient new model.

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. On- and off-road. This has also been achieved through the use of advanced technologies such as Direct Fuel Injection (DFI), eight-speed Tiptronic S, and VarioCam Plus. The interaction between all components has also been optimized.

Another of our principles: High performance should never come at the expense of comfort or safety—even when offering the phenomenal output of the Cayenne Turbo. Its

4.8-liter V8 power plant develops 500 horsepower—guaranteed to set pulse rates climbing and send a shiver down the spine, both natural reactions in a turbocharged Porsche.

The Cayenne Turbo features, as standard, Bi-Xenon™ headlights with the Porsche Dynamic Light System (PDLS) for increased visibility. For greater comfort and performance, the car is equipped as standard with eight-speed Tiptronic S, while the optional Porsche Torque Vectoring Plus (PTV Plus) enhances driving dynamics and stability.

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



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

## Design.



Look at someone's face and you see much more than just the superficial features. It's the same with the Cayenne models. In fact, what you see revealed is more sports performance than ever before.

At first glance, the contours of the front section draw the eye, reflecting the car's excellent dynamics. The elongated hood is clearly reminiscent of Porsche race cars from the 1960s. The front wheel arches are extremely well defined, while the "power-domed" hood further underlines the sheer power and resolution within. Other distinguishing features include the visibly drawn-in lower door panels.

The profile is sharper and exudes eagerness and determination.

The muscular rear wheel arches are a signature design detail of Porsche sports cars, 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 window and streamlined rear section underline the pronounced wheel arches—for a distinctive rear view.

The interior is unmistakably Porsche 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. And clearly referencing the Carrera GT, the center console rises to meet the dashboard for an even more involving drive.

The cavernous rear cabin area 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.



**Asphalt is grey.  
But what happens on it should be far more vivid.**

### 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 true to the soul of Porsche—its racing roots, the place where life happens for sports car purists.

Within the new Cayenne GTS beats the heart of a purebred athlete. The uprated 4.8-liter, naturally aspirated V8 engine delivers 420 horsepower and maximum torque of 380 lb.-ft. The benchmark sprint from 0–60 mph is completed in just 5.4 seconds.

The new Cayenne GTS is also highly efficient—thanks to standard fuel-saving technologies, including the Auto Start Stop function, VarioCam Plus, and Direct Fuel Injection (DFI).

The new Cayenne GTS is equipped with Air Suspension, including Porsche Active Suspension management (PASM), that features a 20mm reduction in height when compared to a Cayenne S. This allows for a lower center of gravity and even closer contact with the road. PASM 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 center air intake underlines the sheer power within. The SportDesign package is fitted as standard. The athletic lower front and rear fascia elements, dynamic side skirts, unique wheel arch extensions, and rear spoiler with split twin-wing profile are all finished in the exterior body color. All components have been optimized 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 colors: Carmine Red or Peridot Metallic.

The standard sport exhaust system produces a distinctive performance sound. For looks to match, the system concludes with dual twin-tube tailpipes finished in matte black.

The Bi-Xenon™ headlights with black surround and Porsche Dynamic Light System (PDLS) are standard. The Cayenne GTS 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 comes with 20-inch RS Spyder Design wheels. These one-part alloy wheels reveal brake calipers with a red-paint finish.



Vehicle exterior color: Carmine Red



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

In conjunction with the optional black leather interior,<sup>1</sup> the optional GTS interior packages in Carmine Red or Peridot give you the opportunity to add stunning highlights. These include the seat belts on the front and outer rear seat, and the deviated stitching 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 from which to choose.<sup>2</sup>

All of the seat centers and the roof liner are finished in Alcantara®, material used extensively in race cars. This underlines the tremendous athleticism of the Cayenne.

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

Porsche Communication Management (PCM) including navigation module is available as an option. As with the standard CDR audio system, it can be combined with the Bose® Surround Sound System or the Burmester® High-End Surround Sound System.

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

Optional Adaptive Cruise Control provides added driver comfort on longer journeys, while the optional Lane Change Assist (LCA) alerts the driver to a vehicle in the adjacent lane via a visual signal—for added safety. The new Cayenne GTS. Enjoy driving in its purest form.

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

<sup>2</sup>Only in conjunction with comfort memory package or Adaptive Sport Seats.



Vehicle exterior color: Dark Blue Metallic

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

**The new Cayenne Diesel.**

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

The newly available 3.0-liter, turbo-diesel V6 engine generates 240 horsepower and maximum torque of 406 lb.-ft. The sprint to 60 mph requires just 7.2 seconds. Top track speed is 135 mph.

Direct Fuel Injection (DFI) comes courtesy of a common rail injection system. The piezoelectric injectors enable multiple injections at a pressure of up to 29,000 psi, ensuring optimal distribution of the air/fuel mixture—for improved dynamics.

The turbocharger on the Cayenne Diesel features Variable Turbine Geometry (VTG). Combined with optimized forced induction 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 center differential transmits the Cayenne Diesel's power to all four wheels with optimal precision and control.

From the moment you start your Cayenne Diesel, innovative features such as exhaust gas recirculation, the oxidation catalytic converter, diesel particulate filter, and the reduction catalytic converter intelligently create a clean diesel technology solution.

These processes help to ensure the reduction of harmful pollutants in the environment and make the Cayenne Diesel compliant with U.S. emissions standards.

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

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

**Cayenne.**

At Porsche, an idea must evolve. Our engineers look for new and different approaches, without ever losing sight of the original intent. That's how we remain true to the idea that every Porsche, no matter how functional, must also be a Porsche sports car.

The basic Cayenne concept remains the same—it has just continued to improve. The Cayenne is now lighter by up to 363 pounds,<sup>1</sup> depending on the specification. It's also more dynamic, more comfortable, and closer to the road than ever before. All of this refinement comes without detracting from the rugged qualities essential for off-road driving or towing heavy loads.

Its 3.6-liter, naturally aspirated V6 engine features Direct Fuel Injection (DFI), 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. The figures speak for themselves: peak torque of 295 lb.-ft., output of 300 horsepower, a top track speed of 142 mph, and the ability to accelerate from 0–60 mph in 7.1 seconds with the manual transmission (7.4 seconds with Tiptronic S).

Delivering this power to the road efficiently, Porsche Traction Management (PTM) combines active all-wheel drive with an electronically

variable multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR). Together they enable the perfect distribution 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 transmission, which ensures progress through the gears with optimal performance and efficiency.

The generous standard equipment includes seats trimmed in rich leather surfaces, climate control, the CDR audio system with touchscreen, cruise control, multifunction steering wheel, universal audio interface, Bluetooth® Hands-Free Profile (HFP), power rear

tailgate, rear side airbags, 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 your Cayenne.

A unique blend of high performance and unrestricted everyday practicality. Let's be honest—would you have expected anything else from Porsche?



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

Vehicle exterior color: Classic Silver Metallic

## Power, precision, and the potential for more.

### Cayenne S.

At Porsche, the letter “S” has long been used to designate a version offering heightened sports performance and abundant reserves of power. On the Cayenne S, it also stands for strength, coupled with agility and efficiency.

At the heart of the Cayenne S is a 4.8-liter, naturally aspirated V8 engine featuring Direct Fuel Injection (DFI), VarioCam Plus, and a two-stage intake manifold. This helps to optimize fuel consumption and emissions, while ensuring maximum output. In short: 400 horsepower, maximum torque of 369 lb.-ft., and a top track speed of 160 mph. The Cayenne S accelerates from 0–60 mph in as little as 5.6 seconds.

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: optimal use of the available power reserves.

Of course, to apply exceptional power like this effectively, it needs to be harnessed and controlled. Included on the Cayenne S is Porsche Traction Management (PTM). This active all-wheel-drive system features an electronically variable map-controlled multiplate clutch, an Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR). Working in conjunction with advanced Porsche Stability Management (PSM), PTM helps

to ensure the required torque split. 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.

Other features that are standard include the Bluetooth® Hands-Free Profile (HFP), universal audio interface, Aux-In, and a moonroof.

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



Vehicle exterior color: Umber Metallic



Vehicle exterior color: White

**Hybrid power is a good idea.  
A hybrid Porsche? Even better.**

**Cayenne S Hybrid.**

Every Porsche is in some way a reflection of our independent spirit. But few are so more radically than the Cayenne S Hybrid. A highly sophisticated technical concept, it perfectly embodies the key principle of an alternative drive: efficiency.

The Parallel Full Hybrid drive on the Cayenne S Hybrid features a 3.0-liter, supercharged V6 engine and an electric motor/generator that provides additional power on demand. It offers levels of acceleration that are comparable to those of a V8 unit, but with a reduction in fuel consumption compared to the Cayenne S.

The internal combustion engine delivers 333 horsepower, while the electric motor generates 47 horsepower.

Working in tandem, they produce a total output of 380 horsepower. With a top track speed of 150 mph, acceleration from 0–60 mph takes 6.1 seconds. Maximum torque is 428 lb.-ft.

On the Parallel Full Hybrid system, the electric motor 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 motor can power the Cayenne S Hybrid independently in order to drive quietly through residential areas, for example. The electric mode can also be used to

recuperate energy during braking to help charge the battery. In addition, the electric motor can be used to boost performance—for faster acceleration.

Other energy-saving features include the ability to glide along, even when the engine is turned off. The hybrid system, therefore, also brings significant advantages when not driving in traffic, as the Cayenne S Hybrid 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 the tailgate and each front fender alludes to the innovative drive concept within.

Inside the Cayenne S Hybrid, the TFT color 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 is that the Cayenne S Hybrid is a Porsche. And it drives like one too.

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

**Cayenne Turbo.**

A Cayenne Turbo makes a clear statement about what is possible when engineering innovation is applied to the aims of Intelligent Performance. Thanks in part to a weight savings of 407 pounds,<sup>1</sup> the result is lower fuel consumption yet faster acceleration.<sup>1</sup> In short, just what the world has come to expect from a Porsche Turbo.

Another clear statement is the distinctive sound from the Cayenne Turbo's dual twin-tube tailpipes. Produced by the 4.8-liter, twin-turbo V8 engine that delivers 500 horsepower and features Direct Fuel Injection (DFI). Cayenne Turbo has a top track speed of 172 mph, and the benchmark sprint from 0–60 mph is completed in 4.4 seconds. Maximum torque is 516 lb.-ft.

Optimal traction and safety are provided by Porsche Traction Management (PTM) 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 Cayenne Turbo comes standard with an Air Suspension featuring self-leveling and ride-height control, as well as Porsche Active Suspension Management (PASM). 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 includes an interior package in Smooth-Finish Leather, a roof liner in Alcantara®, and an electrically adjustable steering column.

Cayenne Turbo models come with Porsche Communication Management (PCM) with navigation module, Adaptive Sport Seats with comfort memory package (18-way), Tire Pressure Monitoring System (TPMS), automatic headlight activation, and auto-dimming exterior and interior mirrors.

Also fitted as standard: the Bose® Surround Sound System. Augmenting the pleasure of this superb system is SiriusXM® Satellite Radio and HD Radio.

Exterior features exclusive to the Cayenne Turbo include Bi-Xenon™ main headlights with Porsche Dynamic Light System (PDLS), larger air intakes, and a distinctive “power dome” on the hood—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.

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



Vehicle exterior color: Black

# DRIVE SYSTEMS AND CHASSIS

How could we make the Cayenne more powerful and yet, at the same time, more efficient? Start by going back to the beginning: 1948. That's when the values that we hold onto 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, gas. Many different options.  
One outcome: Porsche performance.**

## Drive systems.

### The Drive System of the Cayenne S Hybrid

Hybrid drives are suitable for use in a wide range of scenarios. On-road or off-road. 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 platforms.

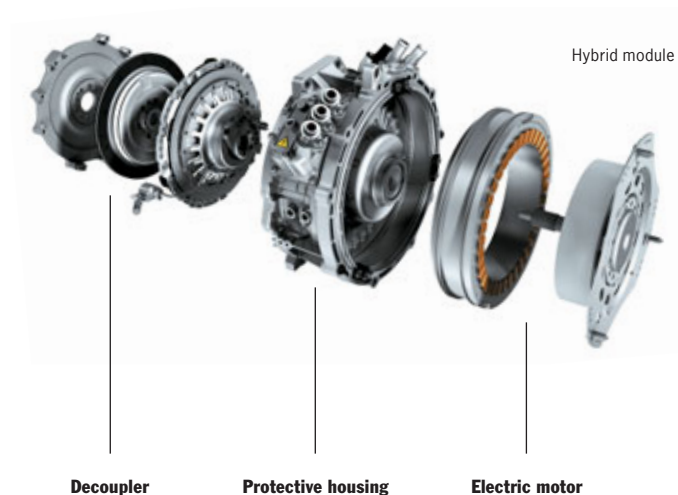
The clearest proof of this is the 918 Spyder—a current limited-run production that is a super sports car of the future. The electric motors in its plug-in hybrid system work in conjunction with the high-rpm engine to deliver exceptional performance with incredibly low fuel consumption.

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 race car, with great potential for the future.

With the Cayenne S Hybrid, our primary focus is 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-liter, supercharged V6 engine. The forced induction of the supercharger ensures high levels of torque, even at low engine speeds. The unit generates an output of 333 horsepower. 325 lb.-ft. of torque is available between 3000 and 5250 rpm, enabling a low-rpm economical driving style while offering exceptional reserves of power.



At 288 volts, the electric motor has a maximum output of 47 horsepower. 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 380 horsepower and maximum torque of 428 lb.-ft., accelerating the Cayenne from 0–60 mph in just 6.1 seconds. These are the levels of acceleration you would usually expect from an eight-cylinder unit, but with a combined fuel consumption of a six-cylinder.

On the Parallel Full Hybrid system, the electric motor is integrated directly into the drivetrain. The hybrid module

is positioned 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 it controls both drive systems to ensure optimal 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 motor can power the vehicle independently using electricity alone. For example, for driving quietly through residential areas. In addition,



Parallel Full Hybrid drivetrain

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 97 mph.

### 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 center console.

### Battery

The hybrid system features a high-voltage nickel-metal hydride (NiMH) battery consisting of 240 cells. It

provides the electric motor with the energy required for the vehicle to drive short distances solely on electric power.

The compact battery is located under the cargo floor in the luggage compartment. Weighing approximately 176 pounds, its dimensions are 16.8 inches by 36.5 inches by 11.3 inches.

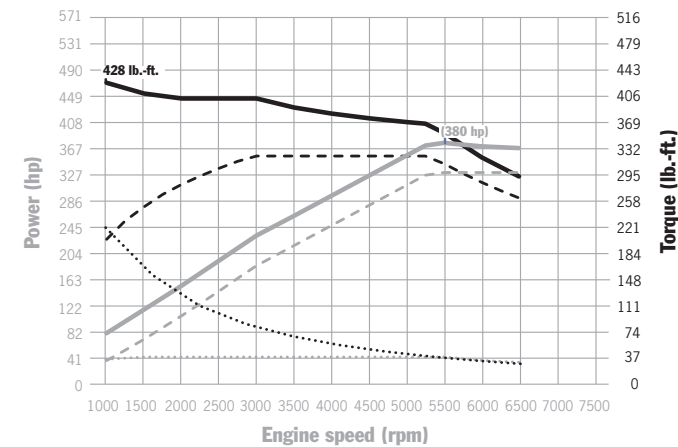
The battery is designed to last without the need for any maintenance throughout its entire life. As the electric motor also functions as a generator, it can charge the battery under certain conditions, when the combustion engine is in part-throttle mode and through energy

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 optimized 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

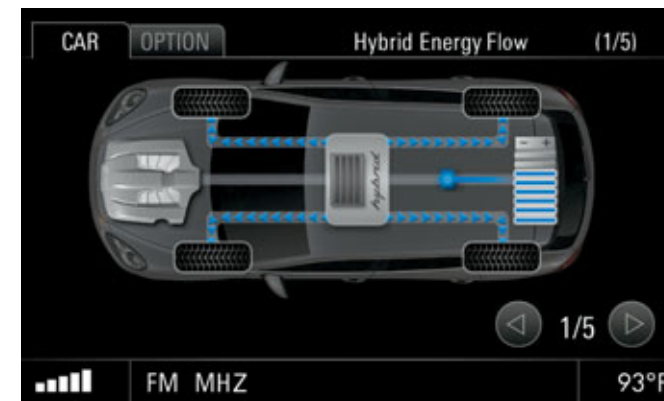
when the car is running in electric mode, or when it is “coasting” or gliding along with the engine turned off.

Thanks to intelligent technology, we’ve taken a completely new path. This results in the Cayenne S Hybrid offering performance levels that are comparable with an eight-cylinder unit, but with significantly lower fuel consumption.



Cayenne S Hybrid: 428 lb.-ft. at 1000 rpm, 380 horsepower at 5500 rpm

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

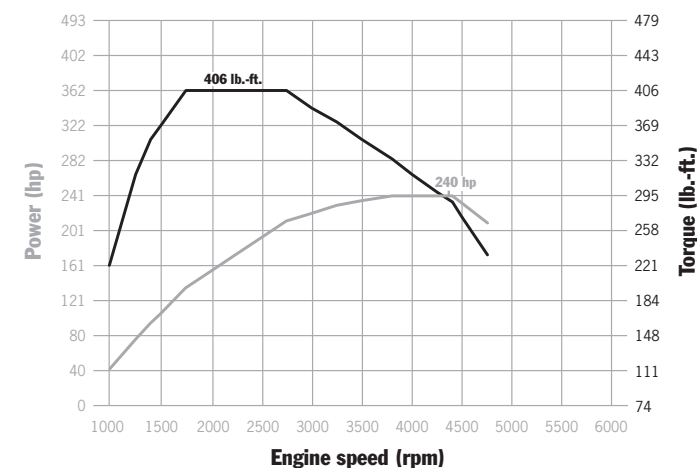


Energy management display in PCM: electric mode





Cayenne Diesel engine



Cayenne Diesel: 406 lb.-ft. between 1750 and 2500 rpm, 240 horsepower between 3800 and 4400 rpm

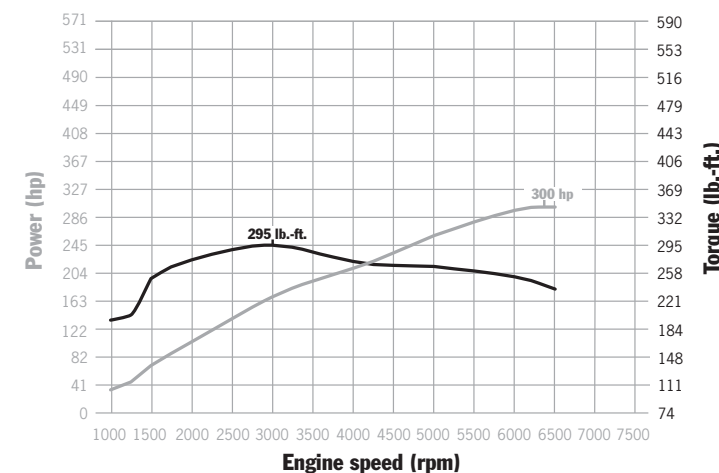
### The Engine of the Cayenne Diesel

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

optimal performance under all engine loads. This results in an output of 240 horsepower and maximum torque of 406 lb.-ft. The car accelerates from 0–60 in 7.2 seconds. Maximum torque is available between 1750 and 2500 rpm. Top track speed is 135 mph.



Cayenne engine



Cayenne: 295 lb.-ft. at 3000 rpm, 300 horsepower at 6300 rpm

### The Engine of the Cayenne

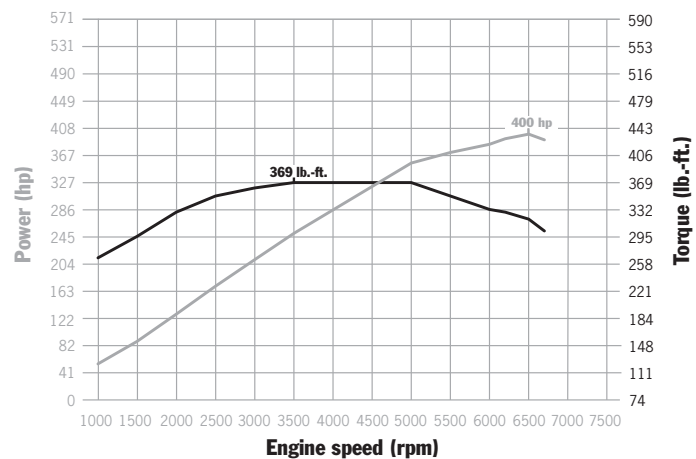
On all Cayenne gasoline engines, we have used Direct Fuel Injection (DFI) to achieve a significant increase in specific power and torque as well as better fuel economy and lower emissions.

The Cayenne features a 3.6-liter, naturally aspirated V6 engine with Direct Fuel Injection (DFI) and variable-valve timing on both intake and exhaust. The unit delivers 300 horsepower at 6300 rpm and maximum torque of

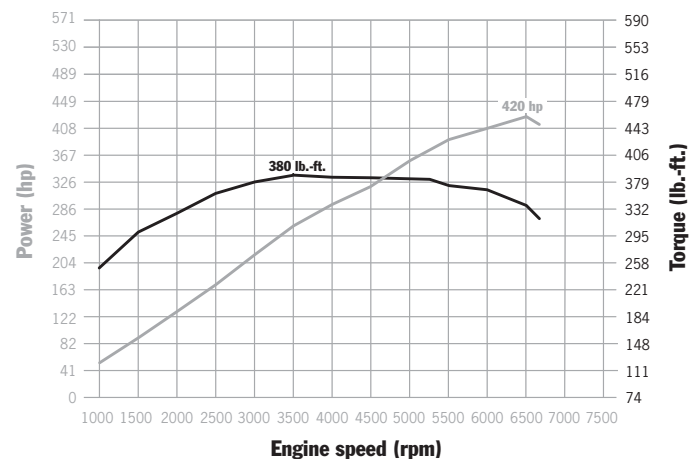
295 lb.-ft. at 3000 rpm. Top track speed is 142 mph. The Cayenne requires 7.1 seconds to reach 60 mph with a manual gearbox.



Cayenne S engine



Cayenne S: 369 lb.-ft. at 3500 rpm, 400 horsepower at 6500 rpm



Cayenne GTS: 380 lb.-ft. at 3500 rpm, 420 horsepower at 6500 rpm



Cayenne GTS engine

**The Engine of the Cayenne S**

The Cayenne S has a 4.8-liter, naturally aspirated V8 engine with Direct Fuel Injection (DFI), VarioCam Plus, and a two-stage intake manifold. The unit generates 400 horsepower at 6500 rpm. Maximum torque of 369 lb.-ft. is available between 3500 and 5000 rpm.

Fitted with eight-speed Tiptronic S as standard, the car is capable of accelerating from 0–160 mph in 5.6 seconds. Top track speed is 160 mph.

**The Engine of the New Cayenne GTS**

The new Cayenne GTS is powered by a 4.8-liter, naturally aspirated V8 engine, the most powerful Cayenne engine. Featuring Direct Fuel Injection (DFI) and VarioCam Plus, it delivers 420 horsepower

at 6500 rpm. Maximum torque of 380 lb.-ft. is available at 3500 rpm. The benchmark sprint from 0–60 mph is completed in just 5.4 seconds. Top track speed comes in at 162 mph.

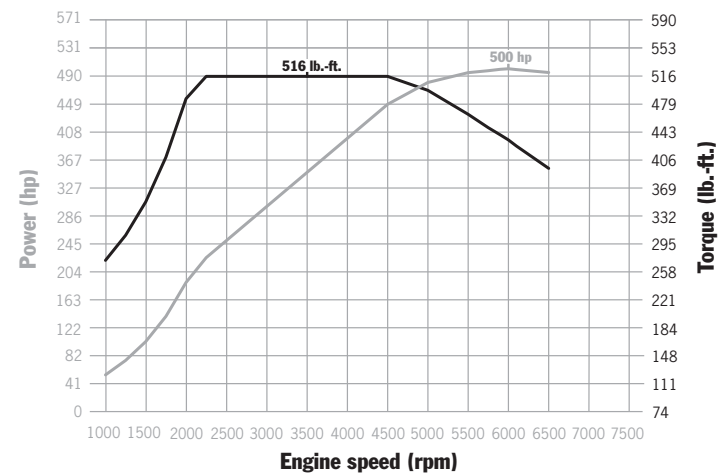


Cayenne Turbo engine

### The Engine of the Cayenne Turbo

The Cayenne Turbo is powered by a 4.8-liter, twin-turbo V8 engine featuring Direct Fuel Injection (DFI), VarioCam Plus, and charge-air cooling. It generates 500 horsepower at 6000 rpm. Maximum torque of 516 lb.-ft. is available between 2250 and 4500 rpm.

Top track speed is 172 mph, while the sprint from 0–60 mph takes as little as 4.4 seconds. The eight-speed Tiptronic S transmission helps to make the new Cayenne Turbo remarkably fuel-efficient.



Cayenne Turbo: 516 lb.-ft. between 2250 and 4500 rpm, 500 horsepower at 6000 rpm



**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 turn off 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—peace of mind.

The system is deactivated in certain situations, for example, 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 S, Cayenne S Hybrid, Cayenne GTS, and Cayenne Turbo. Available for the Cayenne in conjunction with the optional Tiptronic S.

**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 rpms and minimal load, the valve lift is lowered and timing advanced to minimize 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.



VarioCam Plus

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

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 1,740 psi 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)**

In a diesel engine, how the air mixes with the fuel is critical to its combustion. Unlike gasoline engines, which use a spark plug to ignite the air/fuel mixture, diesel engines ignite their fuel on contact with hot, highly compressed air. The Cayenne Diesel uses an advanced Direct Fuel Injection (DFI) system technology called common rail direct injection. The fuel is injected at extremely high pressure (29,000 psi) so as to help distribute the air/fuel mixture for greater performance. And absent is the knocking noise typical of the diesels of the past. Knock is caused by abrupt combustion. In the Cayenne Diesel, the combustion is smooth and quiet, thanks to an innovative injector design that atomizes the diesel fuel when injected into the combustion chamber.

**Cooling Systems**

A high-performance engine can maintain its maximum capability over a long service life only 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 optimal operating temperature for the engine and transmission is reached more quickly. This minimizes 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 percent of the coolant flows longitudinally through the crankcase, the remaining 80 percent 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, as in 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.

### 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 in the V6 engine of 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.

### 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 engine and road speeds. This is particularly useful when driving in 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 channeled 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 optimal gas-flow characteristics. As a result, even at low engine rpm’s, the turbine speed is maximized for a significant increase in boost pressure, excellent cylinder charging, plus greater power and torque.

### Electronic Engine Management

Efficient 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—ignition and injection timings as well as injection quantities—are seamlessly and automatically adjusted. Other major functions include onboard recuperation. It ensures that the onboard power supply is replenished only 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: more efficient 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 catalysts are high efficiency, faster warm-up, and a long service life.

### Sport Exhaust System

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

All exhaust systems, standard and sport, comply with EPA legislation.

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



Cayenne GTS sport exhaust system with dual twin-tube tailpipes finished in matte black



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



Tailpipes on the Cayenne Turbo



Sport 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 adapted specifically 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 optimal progression through the gears. As the center console rises to meet the dashboard, the gear lever is close at hand—for an even more engaging drive.

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

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 optimal acceleration when pulling away, and greater performance when tackling ascents and towing loads in off-road terrain. Top speed is reached in 6th gear. The remaining upper gears are used to lower engine speeds when cruising on the highway, enhancing fuel

economy and occupant comfort. On the highway in particular, driving at low engine speeds 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 maximize engine braking.

An electric pump is used to maintain the required pressure of the transmission

fluid, by transmitting high levels of torque at lower engine speeds.

The multifunction sport 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 backward 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.





Vehicle exterior color: Peridot Metallic

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

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

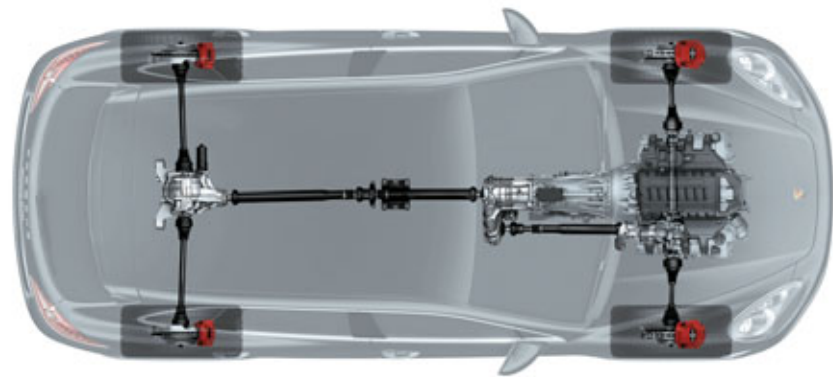
Porsche Traction Management (PTM) is an active all-wheel-drive system with an electronically variable map-controlled multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR).

Torque is distributed between the front and rear axles by means of the electronically variable multiplate clutch. For the toughest off-road terrain, the differential can be locked using the PTM control on the center console. With the aid of onboard 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 multiplate clutch. In addition, ASR minimizes wheelspin. During cornering, the required level of engine torque is distributed to the front wheels to help ensure excellent lateral stability.

In conjunction with advanced Porsche Stability Management (PSM), PTM ensures the perfect distribution of



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

drive torque for optimal traction, 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 center differential. This provides a standard torque split of 60 percent to the rear and 40 percent to the front. If one of the wheels is about to lose grip, the self-locking center 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.

### **Downhill Assistance**

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 center console. The speed can be set to between 2 and 19 mph.



## The more rugged the terrain, the more refined the engineering.

### Off-road capability.

Snow, gravel, mud—all road conditions 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 center 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—for example, ABS—are adapted to provide optimal 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 multiplate clutch can be fully locked. The electronically variable rear differential on the optional Porsche Torque Vectoring Plus<sup>2</sup> (PTV Plus) is integrated within the all-wheel-drive system. This automatically ensures the optimal 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 locked manually using the main off-road control. Then both rear wheels receive the same amount of torque,

regardless of surface conditions. The optional Porsche Dynamic Chassis Control (PDCC) enables greater wheel articulation in all three modes, improving traction further still.

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 the fuel tank and rear axle, and a second towing lug.



Main off-road control

<sup>1</sup>The new Cayenne GTS has Air Suspension with PASM and a 20mm reduction in ride height. This will lead to restricted capability when driving off-road.  
<sup>2</sup>PTV and PDCC are not available for the Cayenne Diesel and Cayenne Hybrid.



**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 optimal 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 of aluminum. 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 minimizes 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 driveshafts.

**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, optimal maneuverability is ensured. The turning circle of the Cayenne models is just 39.1 feet.

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. Electrohydraulic power steering is used for the first time on the Cayenne S Hybrid. The demand-driven pump provides assistance to the steering only 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 maneuverability and parking.

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

**Do you have a rough idea of smooth performance?  
Let us show you more.**

**Air Suspension**

The Cayenne models (standard on the Cayenne Turbo and Cayenne GTS) can be equipped with an Air-Suspension system featuring self-leveling, ride-height control, and PASM<sup>1</sup>—for enhanced

driving dynamics and comfort. The self-leveling feature maintains a constant ground clearance, which can easily be adjusted using the ride-height control on the center console.

Standard on the Cayenne GTS and Cayenne Turbo.



High Level II: 10.6 in.<sup>3</sup>  
Normal Level: 8.3 in.<sup>2</sup>  
Loading Level: 6.2 in.<sup>3</sup>

<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 0.3 in. lower than on the other Cayenne models.  
<sup>3</sup>For all models except Cayenne Turbo and Cayenne GTS. See pages 147–148 for more details.

**Steel-Spring Suspension**

The steel-spring suspension meets high-level requirements in terms of performance, driving pleasure, and off-road capability. Consistent lightweight construction—through the increased use of aluminum—results in improved driving dynamics, greater fuel economy, and enhanced comfort.

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

**Porsche Dynamic Chassis Control (PDCC)**

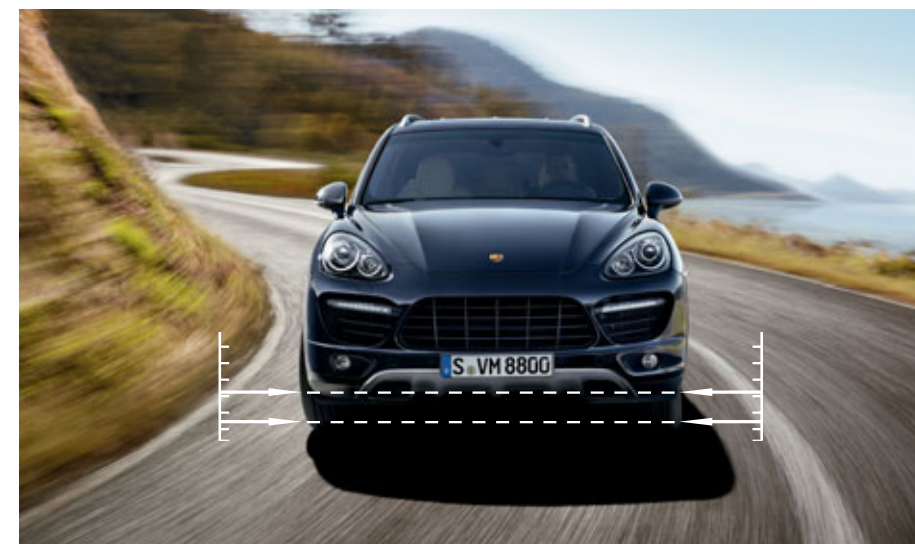
Available as an option in conjunction with Air Suspension, Porsche Dynamic Chassis Control (PDCC) is an active anti-roll system that further enhances the extraordinary roadholding and precision handling of the Cayenne models. PDCC anticipates and significantly reduces lateral body movement when cornering 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 stabilizing force that precisely negates the swaying force of the body. The benefits are greater agility, more responsive steering, stable load transfer characteristics, and enhanced occupant comfort. When off-road mode

is selected via a switch on the center 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

**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 an electronically controlled rear differential. Depending on the steering angle, steering speed, throttle pedal position, yaw velocity, and vehicle speed, PTV Plus optimizes 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 wheelspin, the electronically controlled rear differential ensures additional stability. Also on variable-grip surfaces, in wet conditions, and on snow, PTV Plus—combined with Porsche Traction Management (PTM) and Porsche Stability Management (PSM)—provides a major contribution to active safety.

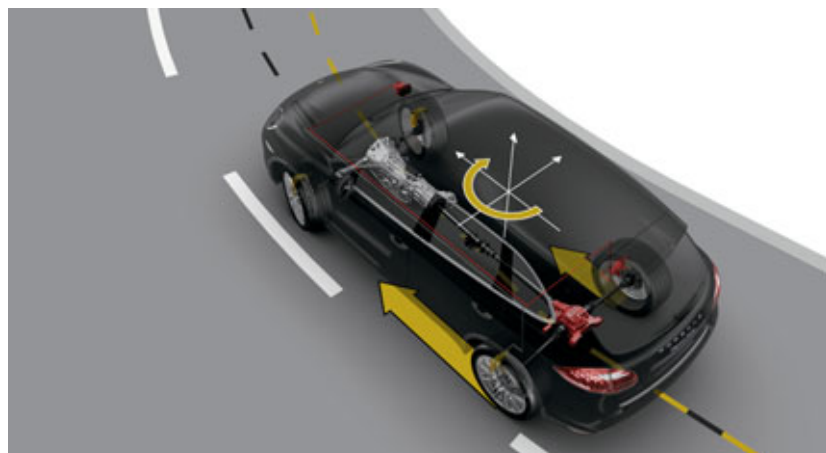
In off-road terrain, PTV Plus reduces wheelspin on the rear wheels even when towing heavy trailer loads. The electronically controlled rear differential can be fully locked using the off-road control on the center console.

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.

Optional for the Cayenne, Cayenne Diesel, Cayenne S, and Cayenne S Hybrid. Standard on the Cayenne GTS. Standard on the Cayenne Turbo: Air Suspension with PASM.

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

**Sport Chrono Package**

Available in conjunction with PCM, the Sport Chrono Package includes an analog and digital timer located at the center 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

## 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.

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

### Tires

All tires have been optimized 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 tire have been enhanced—the rubber compound, tread design, and the architecture of the substructure. This reduces rolling resistance and fuel consumption.

### Tire Pressure Monitoring System (TPMS)

Tire Pressure Monitoring System (TPMS) provides early warning of any drop in pressure via the onboard computer display. In addition, the driver can quickly and easily check the individual pressures in all four wheels via the multipurpose display in the instrument cluster.

Standard on all Cayenne models.



18-inch Cayenne S III wheel



19-inch Cayenne Turbo wheel



19-inch Cayenne Design II wheel



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)

**Driving with foresight.  
Quite literally.**



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



Headlight: Cayenne GTS



Headlight: Cayenne Turbo

#### **Automatic Headlight Activation**

The headlights are automatically switched on when darkness sets in or when the vehicle is 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 optimal 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 low- and high-beam modes.

The dynamic cornering light function swivels the main headlights toward the inside of a corner, 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 curves and turns.

PDLS also features speed-sensitive headlight control and an adverse weather function, which is activated

<sup>1</sup>Available from 02/2013.

in conjunction with the rear fog light—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 recognizes oncoming vehicles and automatically switches the headlights from high beam to low 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**

Fitted as standard on all Cayenne models: LED daytime running lights. On the Cayenne, Cayenne Diesel, Cayenne S, and Cayenne S Hybrid, these 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. The high-level third brake light is integrated into the rear spoiler.

#### **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 and front-passenger side, and a second 12-volt socket in the rear center console.

Optional for all Cayenne models.

# SAFETY AND ENVIRONMENT

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





Standard braking system (Cayenne/Cayenne Diesel)



Standard braking system (Cayenne S/  
Cayenne S Hybrid)



Standard braking system (Cayenne Turbo)

## Outstanding brake performance. To the point.

### Braking Systems

Porsche brakes are renowned worldwide as the benchmark for 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 7,716 pounds (Cayenne with manual gearbox: 5,952 pounds).

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

front-disc dimensions (diameter/thickness) are 14.17 inches/1.42 inches on the Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid, and Cayenne GTS; and 15.35 inches/1.50 inches on the Cayenne Turbo. All models have six-piston, aluminum monobloc 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 Porsche Stability Management (PSM).

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 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 motor 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 Brakes (PCCB)

Available as an option on all Cayenne models, the Porsche Ceramic Composite Brakes (PCCB) have already proven their ability to cope with the harshest requirements of the racetrack. They are 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-fiber compound that is silicated in a high-vacuum process at approximately 3,092°F. 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 savings of approximately 50 percent compared with that of equivalent cast-iron discs. As well as enhancing

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

Optional for all Cayenne models.



Porsche Ceramic Composite Brake (PCCB)



**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 the Anti-lock Brake System (ABS)—to help stabilize 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 help 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 to 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 stabilization 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 tire, which provides additional grip to help slow the car when on gravel or snow.

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

Standard on all Cayenne models.



**Placing great weight on safety.  
Not on the chassis.**

**Passive safety.**



Passive safety: airbags

**Airbags**

All Cayenne models are equipped with dual front Advanced Airbags for driver and front passenger as standard. These are augmented by Porsche Side Impact Protection (POSIP) and a driver knee airbag. POSIP is comprised of a side airbag in each front seat, curtain-type airbags on each side of the roof—offering optimal head protection for both rows of seats—and side-impact protection elements in each door. Rear side airbags are also standard.

Two impact sensors are located at the front of the vehicle 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 rollover detection system provides additional protection in the event that the vehicle overturns. Using sensor-acquired data, it enables early deployment of the curtain airbags, and triggers the seat-belt pretensioners.

**Seat-Belt System**

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

**LATCH Mounting Points**

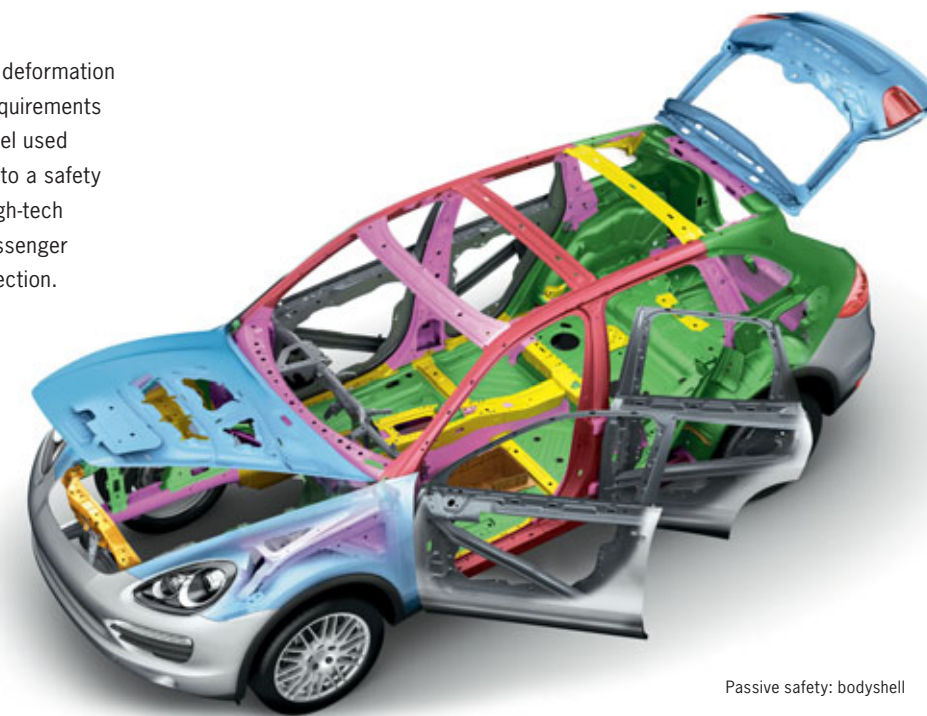
The outer rear seats are equipped with LATCH mounting points for compatible child seats as standard.

**Bodyshell Construction**

Our ongoing development of the lightweight 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

- Multiphase steels
- Boron-alloyed steels
- Plastic
- Aluminum
- 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, VarioCam Plus, the Auto Start Stop function, 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 Center, the Motorsport Department is located in Weissach, where it shares premises with the Automotive Industry Exhaust Emission Center (ADA). Just a coincidence? We call it symbiosis.

In practice: The Cayenne is up to 400 pounds 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 aluminum and plastic.

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

<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 U.S. EPA standards.

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

On the gasoline-engine 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 optimal amount of fuel—for effective emissions control.

The exhaust of the Cayenne Diesel undergoes four separate processes to lower exhaust emissions—exhaust gas recirculation, which reduces the formation of nitrogen oxides; the oxidation catalytic converter, which converts pollutants such as carbon hydrates into less harmful substances; the diesel particulate filter, which traps and eliminates the majority of particulate; and the reduction catalytic converter, which converts the remaining nitrogen oxides to nitrogen and oxygen utilizing the AdBlue® agent.

**Fuel and 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 gasoline-engine models already operate on fuels with an ethanol content of up to 10 percent. The Cayenne Diesel can operate on fuel with a bio-diesel content of up to 5 percent. This further improves the carbon dioxide balance since the plants grown for the production of biofuels absorb carbon dioxide from the atmosphere. Porsche engineers are continually working on making Cayenne models more efficient and compatible with alternative fuels, while ensuring that they remain a thoroughbred Porsche.

**Fuel System**

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

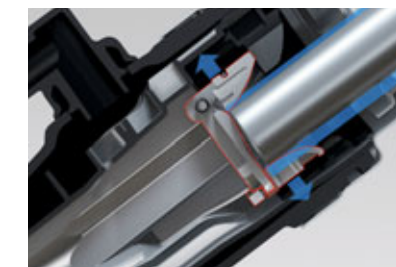
**Diesel Fuel-Filling Protection**

To avoid the unfortunate situation of accidentally filling the tank with gasoline, which would result in expensive repairs, the new Cayenne Diesel features an internal interlock feature that prohibits the smaller gasoline nozzle from being fully inserted into the tank.

Standard on the Cayenne Diesel.



The smaller gasoline nozzle does not open the interlock.



The blue outline shows the width of the diesel fuel nozzle, which is wider.



When the larger diesel fuel nozzle is inserted, the interlock opens to allow fueling.



### 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 of the Cayenne.

To minimize “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.

Tire noise has been drastically reduced in collaboration with our official tire 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 gasoline-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 contact your local Authorized Porsche dealer.

### 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 labeled for subsequent identification and sorting to facilitate efficient recycling.

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

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



## COMFORT AND TRANSPORT

A Porsche Cayenne surrounds its driver and passengers with an environment that will feel totally familiar to owners of other Porsche sports cars. Only what is truly essential to the enjoyment of high performance is considered for the Cayenne interior.

Every drive becomes an opportunity for you to feel the sensation of being completely at one with the road.

**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 center console rises to meet the dashboard—clearly inspired by the Carrera GT. This immediately enhances the interior structure, a continuation of the vehicle's dynamic exterior lines. The seat position and sport 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 color screen displays information from the onboard 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 or gives various warnings, such as alerts from the standard Tire Pressure Monitoring System (TPMS). On the Cayenne S Hybrid, the display also provides information about the energy management.

Oil pressure, oil and coolant temperatures, as well as the fuel level are displayed using analog 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.



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 Aluminum interior package



"GTS" logo in Peridot on head restraint



GTS interior package in Peridot

The Cayenne is ergonomically designed around the vehicle occupants for optimal comfort. Frequently used controls are grouped logically together on the center 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 function, thereby increasing the storage capacity from 20.5 to 62.9 cubic feet (depending on the model).

All Cayenne models are fitted with electric windows, front and rear, with door-lock open/close, as well as climate control and remote central locking. A clock is centered on the dash.

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

If purist is your style, the new Cayenne GTS offers extraordinary scope for interior personalization: In

conjunction with the optional 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. They consist of elements such as the embroidered "GTS" logo on the head restraints on the front and outer rear seats and front and rear seat belts, and deviated stitching on the dashboard, upper door panels, and armrests in contrasting color. 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. Contact your Authorized Porsche dealer for a personalized consultation.

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

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

**8-Way Power Seats**

Offering excellent long-distance comfort and intuitive operation, the front power seats feature 8-way electric adjustment including fore/aft, height, seat cushion angle, and seat cushion/backrest angle settings. All seat variants come with 2-way head restraints and storage pockets on the front-seat backrests.

Standard on the Cayenne and Cayenne Diesel.

**Driver Memory Package for 8-Way Power Seats**

For added convenience, this seat offers electric adjustment of the front-seat positions (8-way) as well as lumbar support, seat cushion length, and steering column. The memory stores both front-seat settings, and steering wheel and exterior mirror settings for the driver.

Optional for the Cayenne and Cayenne Diesel.

**14-Way Power Seats with Memory Package**

For added convenience, this seat offers electric adjustment of the front-seat positions (8-way) as well as lumbar support, seat cushion length, and steering column. The memory

stores both front-seat settings, and steering wheel and exterior mirror settings for the driver.

A no-cost option on Cayenne Turbo.

**GTS Sport Seats**

The GTS sport seats with 8-way adjustment and seat centers in Alcantara® are highly dynamic, thanks to their low positioning. With adjustable fore/aft, height, and seat cushion/backrest angle settings, they also offer exceptional comfort and support—even during performance driving. A comfort memory feature remembers the specific comfort and convenience settings.

Standard on the Cayenne GTS.

**Adaptive Sport Seats**

Taking comfort and sports performance to a whole new level, the Adaptive Sport Seats with memory package feature higher, more contoured side bolsters. The additional lumbar support, the seat cushion length, side bolsters on the seat cushion and backrest, and steering column can be electrically adjusted. The package stores seat settings including lumbar support for both driver and front passenger. The driver-side memory also stores 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 Sport Seats).

Optional for all Cayenne models.



GTS sport seat with GTS interior package in Peridot



14-way power seat in natural leather (Natural Espresso)



Adaptive Sport Seat with comfort memory package in leather (Platinum Grey)



Rear bench in conjunction with 8-way power seats

**The best seats in the house  
don't belong just to the driver.**

**Rear Seats**

The rear bench offers generous space for up to three adult passengers and is styled to match the front comfort or sport seats. For added practicality, the bench features fore/aft adjustment of 6.3 inches and a 40/20/40 split-folding function. The flexible center 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—quickly and easily.

**Child Seats**

With their unique design, Porsche child seats comply with the latest safety standards. Available from Porsche Tequipment, they have been specially tested and approved for use in Porsche vehicles, offering comfort and safety for 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.

All of the new Cayenne models have standard LATCH (Lower Anchors and Tethers for CHildren) mounting points on the outer rear seats. This system is specifically designed to attach the child seat directly to the seat. Porsche child seats are available through Porsche Tequipment.

**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 center console, and a handy drawer beneath both the driver and front-passenger seats.

**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.

**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 and front-passenger sides, and a second 12-volt socket in the rear center console.

**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 color 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. It is also possible to connect two separate and individually selectable AV sources, such as a game 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 center 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 color 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.

You can utilize the convenience of a Bluetooth® Hands-Free Profile (HFP), using your compatible mobile phone.

The CDR can also be combined with the optional Bose® Surround Sound System or Burmester® High-End Surround Sound System for the ultimate in audio performance.

An additional Aux-In port can be used to connect other external audio sources—the system is then operated via the connected device.

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 analog and digital twin tuner offers a broader range of radio reception. Other elements include a CD/DVD drive that plays MP3 files and audio 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 standard multifunction steering wheel.

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. The standard integrated six-disc CD/DVD changer is available for PCM. The standard 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 2-D layout as well as a perspective view. In some regions, even topography

with superimposed satellite map and buildings can be displayed in 3-D. In split-screen mode, you can view the current map section together with a list of icons for the next maneuver. 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 imported easily 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 02/2013.

### Voice Control

This optional system puts whole-word recognition at your command. Audio prompts make voice inputs even simpler. You can also browse through lists by voice command.

Optional for all Cayenne models.

### Bluetooth® Hands-Free Phone Interface

With this standard feature, you can establish a Bluetooth® connection with a mobile phone that supports the Hands-Free Profile (HFP) and use the CDR audio system or PCM as a hands-free system. As a Bluetooth®-based solution, your handset can be connected without leaving your pocket. The basic phone functions are accessible via the CDR or PCM. The GSM connection is established via the mobile phone antenna.

Standard for all Cayenne models.

### Telephone Module

This optional quad-band GSM telephone module combines ease of use with optimized 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. 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.

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

Optional for all Cayenne models.

### Universal Audio Interface

On vehicles with the CDR audio system, this package located in the front center 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®, as well as other compatible MP3 players or memory sticks. As you listen 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>

Standard for all Cayenne models.

### Electronic Logbook

This optional addition to PCM enables you to record automatically 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

### Online Services

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 iPhones®) and Android™ Market (for Android™ devices).

Online services include Web radio and personalized Web music, news feeds, podcasts, and audio magazines, Facebook®, location-based content with prerecorded announcements (gas station prices, parking situations), and weather information. The results of an online Points of Interest (POI) search can be imported into PCM as a navigation destination.

Optional for all Cayenne models.

### HD Radio Receiver

An optional HD Radio receiver provides access to all of your favorite FM stations plus a broad range of new digital programming. HD Radio also includes advanced audio and data features that enhance your listening experience.

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

### SiriusXM® Satellite Radio Receiver\*

Only SiriusXM® brings you more of what you love. The SiriusXM® Satellite Radio receiver, available as an option for Cayenne models, includes a three-month free trial period. This service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news, talk,

comedy, and entertainment. Welcome to the world of satellite radio. Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams and stocks, so you can arrive at your destination well-informed. The optional NavTraffic® service, available with SiriusXM®, enables PCM to display continuously updated traffic information in over 130 markets. Avoid congestion before you reach it with information on traffic speed, accidents, construction, and road closings.

The optional NavWeather® service, available with SiriusXM®, allows you to stay informed with driver-friendly weather information on the PCM screen. See storms and severe weather, keep track of weather warnings, and see the current conditions and 3-day forecasts.

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

\*SiriusXM® Satellite Radio requires a subscription, sold separately after 3-month trial included with vehicle purchase or lease. If you decide to continue your SiriusXM® service at the end of your subscription, service will automatically renew and bill until you call SiriusXM® at 1-866-635-2349 to cancel. See SiriusXM® Customer Agreement for complete terms at [www.siriusxm.com](http://www.siriusxm.com). Satellite service available only to those at least 18 and older in the 48 contiguous United States and D.C. Sirius, XM, and all related marks and logos are trademarks of SiriusXM Satellite Radio Inc.



SiriusXM® Satellite Radio receiver

An audio experience custom-engineered for the new Cayenne.



Bose® loudspeaker

### **Bose® Surround Sound System**

Providing a compelling 360-degree soundstage, the Bose® Surround Sound System was custom-engineered for the acoustics of the new Cayenne interior. Compatible with both Porsche Communication Management (PCM) and the CDR audio system, it features a total of 14 loudspeakers (including active subwoofer and centerfill speaker) that combine with a 585-watt, 9-channel amplifier to produce a powerful surround-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 or an MP3, 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 cabin 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 changer

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



Burmester® loudspeaker

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

The new 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 the Porsche Cayenne 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: a 16-channel amplifier with a total system output of more than 1,000 watts, 16 loudspeakers utilizing class A/B amplification (including active subwoofer with 300-watt Class D amplifier), a total diaphragm surface area of more than 2.5 square feet, and a frequency range of 30 Hz to 20 kHz.

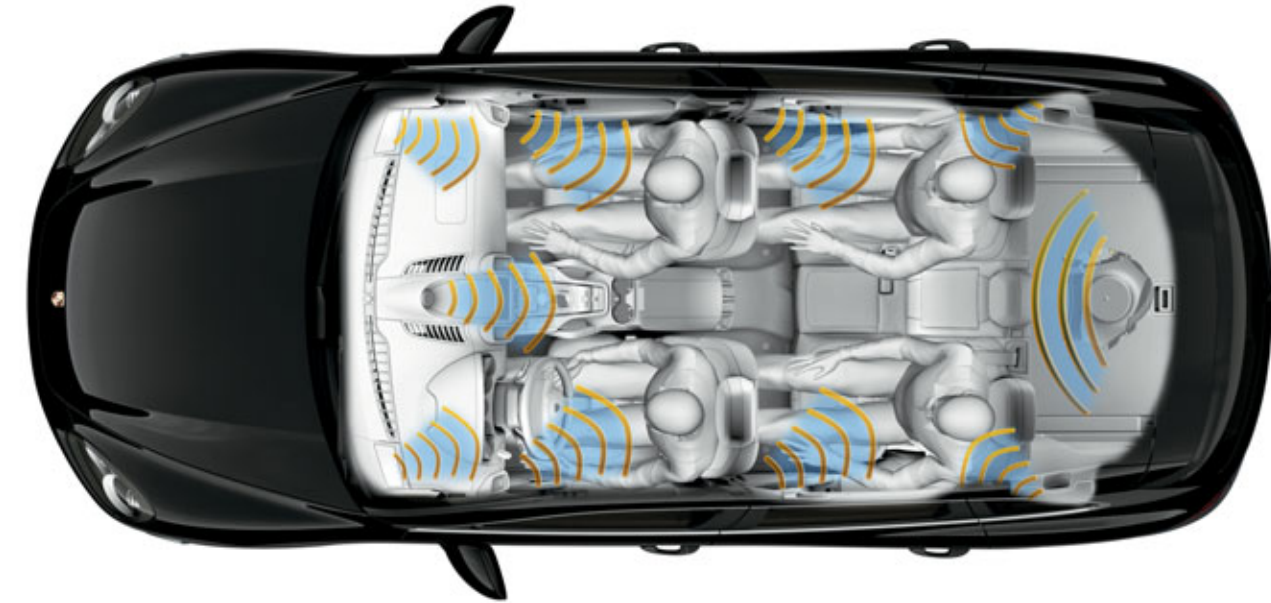
Crossover technology has been carried over virtually unmodified from the company's high-end home audio

systems. Analog and digital filters have been optimally defined for their new location and finely tuned after extensive in-car audio testing.

The ribbon 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 galvanized 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.

Optional for all Cayenne models.



Optimized sound distribution in the Cayenne (schematic representation)

## Climate control. For virtually every climate.

### Climate Control

All Cayenne models are equipped with climate control as standard. This system provides independent control of the temperature and airflow 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 odors.

### 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 S, the new Cayenne GTS, and the Cayenne Turbo.

### Privacy Glass

Fitted as standard, dark-tinted glass provides privacy for the rear seat and luggage area.

Standard for all Cayenne models.

### Heated Windshield

Ultra-fine heating filaments ensure that the windshield does not fog up and that any ice quickly melts away.

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

### Heat- and Noise-Insulating Glass

All Cayenne models are equipped as standard with heat-insulating tinted glass featuring a grey top tint on the windshield and privacy glass in the rear. 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.

### Power 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 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 windshield area.

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

Standard for all Cayenne models.

### 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 push the ignition button.

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 immobilizer, and locks the steering column.

Optional for all Cayenne models.

### Anti-Theft Protection

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

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

The immobilizer 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.



Explore the world.  
In every direction.



Electric slide/tilt moonroof

#### **Electric Slide/Tilt Moonroof**

The electric slide/tilt moonroof 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.

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

#### **Panoramic Roof System**

With a total surface area of approximately 15 square feet, 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 upward. An additional sunscreen protects the interior against direct sunlight.

Optional on 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 larger obstacles at the front or rear of the car. Its sensors are neatly concealed in the front and rear bumpers. The acoustic signal is supplemented by a visual warning in the center 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 maneuvering and also assists with hitching a trailer. Help is provided in the form of a high-contrast color 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.

**Auto-Dimming Mirrors**

Another comfort-oriented feature: auto-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 over 20 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 650 feet ahead.

If you approach another vehicle that is traveling 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 of 20 mph or more. 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 in congested traffic and then drives off again.

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) uses radar sensors to monitor the area behind the vehicle as well as the blind spot. At speeds of 20 mph or more, 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 highway. 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 02/2013.

**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 23.7 cubic feet,<sup>1</sup> 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 center section of the rear bench is folded down.

An automatic tailgate is standard. The opening height can be adjusted and set to the height of your garage.

With the rear seats folded, the cargo area expands to as much as 62.9 cubic feet.<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 loaded, the Self-Leveling Air Suspension on the Cayenne GTS and 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 Cayenne to be lowered below the normal ride level (Loading Level) for easier loading of heavy items. When pulling away, the suspension automatically reverts to the standard ride-height setting (Normal Level).

<sup>1</sup>Cayenne S Hybrid: 20.48 cubic feet.  
<sup>2</sup>With sport seats: 60.21 cubic feet.  
<sup>3</sup>Cayenne S Hybrid: 59.68 cubic feet.  
<sup>3</sup>In conjunction with comfort memory package.



Loading option



#### Roof Rails

The high-quality roof rails in aluminum 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. Available only 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 aluminum and enable a maximum roof load of 220 pounds. Load-carrying attachments are available from Porsche Tequipment.

Optional for all Cayenne models.



Roof rails/drip rails with matte Aluminum-Look finish including Roof Transport System



Roof rails/drip rails with black finish including Roof Transport System



#### **Cargo Management System**

Partition the luggage compartment and secure individual objects during transit using a rail system with sliding telescopic bar, a tie-down belt, and four variable lashing eyelets. A reversible mat protects against dirt while securing luggage under braking, etc. The package also includes a cargo partition net which provides additional safety when the car is fully loaded. The partition attaches to one of two easily accessible points on the roof liner.

Optional for all Cayenne models.

#### **Trailer Hitch**

The Cayenne is quite simply the most versatile vehicle we have ever built. This includes the capability of being used as a tow vehicle.

All Porsche Cayenne models have trailer-hitch preparation as standard equipment.

An optional Towing Package includes a trailer receiver without tow ball that accommodates a maximum braked trailer weight of 7,716 pounds, and a maximum tongue weight of 617 pounds.

With its exceptional towing capacity, the Cayenne takes you down the road as perhaps no Porsche has ever before.



# PERSONALIZATION

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



## Colors

Create a Porsche Cayenne that uniquely reflects your own individual style. Inside and out. Cayenne models come in an extensive color range with no fewer than

11 exterior finishes. In total, there's a choice of two solid, seven metallic, and two special colors. You can also choose from five interior colors and four two-

tone combinations, as well as eight interior packages in Aluminum, Carbon Fiber, or a selection of fine woods.

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

### Solid exterior colors.



Black



White

### Metallic exterior colors.



Classic Silver Metallic



Jet Black Metallic

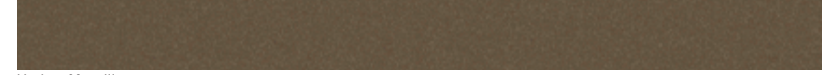


Dark Blue Metallic



Meteor Grey Metallic

### Metallic exterior colors.



Umber Metallic



Jet Green Metallic



Auburn Metallic

### Special exterior colors.



Peridot Metallic<sup>1</sup>



Carmine Red<sup>1</sup>

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

## Interior colors

	Black	Platinum Grey	Luxor Beige	Umber	Black/Titanium Blue	Umber/Cream	Umber/Light Tartufo	Espresso	Espresso/Cognac
	Standard interior Leather interior	Standard interior Leather interior	Standard interior Leather interior	Leather interior	Two-tone leather interior	Two-tone leather interior	Two-tone leather interior	Natural leather interior	Two-tone natural leather interior
Upper dash/upper door									
Seats/lower dash/ lower door/stitching									
Roof liner									
Carpet <sup>1</sup>									
Floor mats									

<sup>1</sup>Carpet in cargo area in darker color.

## Interior packages.

Monochrome Black High-Gloss (standard)	Yachting Mahogany (wood)
Walnut (wood)	Brushed Aluminum
Anthracite Birch (wood)	Carbon Fiber
Natural Olive (wood)	
GTS interior in Carmine Red	GTS interior in Peridot

## Available Color Combinations



GTS interior package in Carmine Red



GTS interior package in Peridot

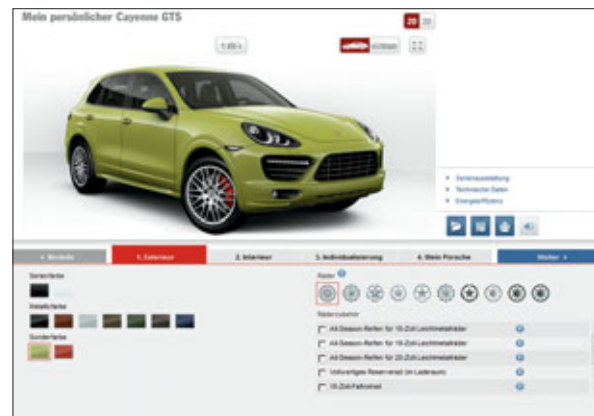
## Porsche Car Configurator

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 updated automatically. The Car Configurator

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

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



**Option packages designed just for you.**

The Porsche Option Packages: Our most popular options, grouped to offer you more Porsche, more efficiently than ever.

You've always been able to order any available Porsche option on an individual basis. And that hasn't changed. We also offer select options as part of a series of packages.

Our Option Packages make it easier to option out your Porsche in the most efficient manner and at a better cost to you, making it easier to build that Porsche you have always dreamed of.

	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid
<b>Convenience Package</b>				
Driver memory package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Moonroof	<input type="checkbox"/>	<input type="checkbox"/>		
Porsche Communication Management (PCM) with navigation module	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bi-Xenon™ main headlights with Porsche Dynamic Light System (PDLS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat heating (front)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auto-dimming exterior and interior mirrors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid
<b>Premium Package</b> Includes all of the Convenience Package and adds—				
Power Steering Plus	<input type="checkbox"/>	<input type="checkbox"/>		
14-way power seats (front) with memory package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ParkAssist (front and rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heated three-spoke multifunction steering wheel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Porsche Active Suspension Management (PASM)			<input type="checkbox"/>	<input type="checkbox"/>

	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo
<b>Premium Package Plus</b> Includes all of the Premium Package and adds—					
Lane Change Assist (LCA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rearview camera	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Power sunscreen for rear side windows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comfort lighting package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat heating (front and rear)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Air Suspension			<input type="checkbox"/>	<input type="checkbox"/>	
Seat ventilation (front)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Four-zone climate control				<input type="checkbox"/>	
Adaptive Cruise Control				<input type="checkbox"/>	
Porsche Entry & Drive				<input type="checkbox"/>	

	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo
<b>Sport Package</b>					
Three-spoke sport steering wheel with gearshift paddles					<input type="checkbox"/>
Porsche Dynamic Chassis Control (PDCC)					<input type="checkbox"/>
Porsche Torque Vectoring Plus (PTV Plus)					<input type="checkbox"/>
<b>Bose® Audio Package</b>					
Bose® Surround Sound System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6-disc changer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SiriusXM® Satellite Radio receiver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Rear wing of SportDesign package



Panoramic roof system

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Exterior.</b>								
Metallic paint	○	○	○	○	○	●	Code	117
Paint to sample <sup>1</sup>	○	○	○	○	○	○	Code	
Porsche Entry & Drive	○	○	○	○	○	○	4F2	101
SportDesign package with side skirts	○	○	○	○	●	○	2D1	
<b>Exclusive</b>								
SportDesign package without side skirts	○	○	○	○	—	○	2D2	
<b>Exclusive</b>								
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 moldings	○	○	○	○	—	○	6GB	
Wheel arch extensions in exterior color	○	○	○	○	—	○	6GH	
Stainless steel skid plate (front)	○	○	○	○	—	○	2JC	
Stainless steel skid plates (front and rear)	○	○	○	○	—	○	2JX	
Running boards	○	○	○	○	—	○	VR1	
Aluminum-clad rocker panels	○	○	○	○	—	○	VR2	
Privacy glass	●	●	●	●	●	●	4KF	99
Thermally and noise-insulated laminated glass	○	○	○	○	○	○	VW5	99
Electric slide/tilt moonroof in glass	○	○	●	●	●	●	3FE	103
Panoramic roof system	○	○	○	○	○	○	3FU	103

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Exterior.</b>								
Roof rails/drip rails with matte Aluminum-Look finish	○	○	○	○	—	○	3S1	112
Roof rails/drip rails with black finish	○	○	○	○	○	○	3S5	112
Roof rails/drip rails with matte Aluminum-Look finish including Roof Transport System	○	○	○	○	—	○	5W1	112
Roof rails/drip rails with black finish including Roof Transport System	○	○	○	○	○	○	5W4	112
Auto-dimming exterior and interior mirrors	○	○	○	○	○	●	PA2	105
Trailer receiver without tow ball	○	○	○	○	○	○	1D6	114
ParkAssist (front and rear)	○	○	○	○	○	●	7X2	105
Reversing camera with ParkAssist (front and rear)	○	○	○	○	○	○	7X8	105
Tinted LED taillights	○	○	○	○	●	○	8SI	
<b>Exclusive</b>								
Bi-Xenon™ main headlights with Porsche Dynamic Light System (PDLS)	○	○	○	○	—	●	8JE	60
Bi-Xenon™ main headlights in black with Porsche Dynamic Light System (PDLS)	○	○	○	○	●	○	8EF/ 8JG	60
<b>Exclusive</b>								
Porsche Dynamic Light System Plus (PDLS Plus) <sup>1</sup>	○	○	○	○	○	○	8G1	60

— not available   ○ extra-cost option   ● standard equipment   N no-cost option

<sup>1</sup>For Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid, and Cayenne Turbo: introduction planned for 02/2013.



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	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Wheels.</b>								
18-inch Cayenne wheel	●	●	N	N	N	–	C1J	57
18-inch Cayenne S III wheel	○	○	●	●	N	–	C1Q	58
19-inch Cayenne Turbo wheel	○	○	○	○	N	●	C8K	58
19-inch Cayenne Design II wheel	○	○	○	○	N	○	F09	58
20-inch RS Spyder Design wheel with reduced offset in conjunction with SportDesign package and wheel arch extensions	○	○	○	○	●	○	C5B	58
20-inch RS Spyder Design wheel	○	○	○	○	–	○	CP5	58
20-inch Cayenne SportDesign II wheel	○	○	○	○	N	○	CN7	58
21-inch 911 Turbo II wheel with wheel arch extensions	○	○	○	○	○	○	CZ4	58
21-inch Cayenne SportEdition wheel with wheel arch extensions	○	○	○	○	○	○	CK0	58
<b>Exclusive</b>								
21-inch Cayenne SportEdition wheel painted black with wheel arch extensions	○	○	○	○	○	○	CQ1	58
<b>Exclusive</b>								

– not available   ○ extra-cost option   ● standard equipment   N no-cost option

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Wheels.</b>								
Summer performance 18-inch tires	○	○	○	○	○	–		
Summer performance 19-inch tires	○	○	○	○	○	○		
Summer performance 20-inch tires	○	○	○	○	○	○		
18-inch collapsible spare wheel (stows beneath cargo floor)	●	●	●	○	●	–	1G1	
19-inch collapsible spare wheel (stows beneath cargo floor)	○	○	○	○	–	●	1G4	
20-inch collapsible spare wheel (stows beneath cargo floor)	–	–	–	–	○	●	1G6	
Tire Pressure Monitoring System (TPMS)	●	●	●	●	●	●	7K3	57
Wheel center with full-color Porsche Crest	○	○	○	○	○	○	1NP	



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)



Sport exhaust system with dual twin-tube tailpipes finished in matte black<sup>2</sup>

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Engine, transmission, and chassis.</b>								
Eight-speed Tiptronic S	○	●	●	●	●	●	G1G	43
Porsche Torque Vectoring Plus (PTV Plus)	○	–	○	–	○	○	1Y1	55
Power Steering Plus	○	○	●	●	●	●	1N3	52
Porsche Active Suspension Management (PASM)	○	○	○	○	–	–	1BH	55
Air Suspension with Porsche Active Suspension Management (PASM)	○	○	○	○	●	●	1BK	53
Porsche Dynamic Chassis Control (PDCC)	○	–	○	–	○	○	0AW	54
Porsche Ceramic Composite Brakes (PCCB) Disc diameter (front/rear): 390 mm/370 mm	○	○	○	○	–	–	PB2	65
Porsche Ceramic Composite Brakes (PCCB) Disc diameter (front/rear): 420 mm/370 mm	–	–	–	–	○	○	PB3	65
Sport exhaust system with dual twin-tube tailpipes (high-gloss) <sup>1, 2</sup> <b>Exclusive</b>	○	–	○	–	●	–	0P8	42

– not available   ○ extra-cost option   ● standard equipment   N no-cost option

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

<sup>2</sup>For Cayenne GTS: finished in matte black.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Engine, transmission, and chassis.</b>								
Powerkit Cayenne Turbo <b>Exclusive</b>	–	–	–	–	–	○	E81	
Sport tailpipes <b>Exclusive</b>	○	○	○	○	–	○	0P3	
Off-road underbody protection	○	○	○	○	–	○	PT1	
<b>Interior.</b>								
Seat heating (front)	○	○	○	○	○	–	4A3	84
Seat heating (front and rear)	○	○	○	○	○	●	4A4	84
Seat ventilation (front)	○	○	○	○	○	○	4D3	84
Heated multifunction steering wheel	○	○	○	○	○	●	2ZH	



Sport 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	Code	Page
<b>Interior.</b>								
SportDesign steering wheel with gearshift paddles	N	N	N	N	•	N	1ML	79
Adaptive Sport Seats with comfort memory package	○	○	○	○	○	•	PE6	83
14-way Power Seats with memory package	○	○	○	○	○	N	PE5/Q2J	83
Driver memory package	○	○	•	•	•	–	3L4	83
Roof liner 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-entry guards in Stainless Steel with model logo (front) <sup>1</sup>	○	○	•	•	•	•	7M1	
Comfort lighting package	○	○	○	○	○	○	PP5/PP6	60
4-zone climate control	○	–	○	–	○	○	9AH	99

– not available   ○ extra-cost option   • standard equipment   N no-cost option

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Interior.</b>								
Adaptive Cruise Control with Porsche Active Safe (PAS) <sup>2</sup>	○	○	○	○	○	○	8T3	107
Lane Change Assist (LCA)	○	○	○	○	○	○	7Y1	108
HomeLink® (garage-door opener)	•	•	•	•	•	•	VC1	
Cargo management system	○	○	○	○	○	○	3GN	114
Ski bag	○	○	○	○	○	○	3X1	109
Smoker package	N	N	N	N	N	N	9JB	
Fire extinguisher	○	○	○	○	○	○	6A7	
Power sunscreen	○	○	○	○	○	○	3Y8	101

<sup>1</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.  
<sup>2</sup>Introduction planned for 02/2013.



Door-entry guards in Stainless Steel with model logo (front), floor mats



Power sunscreen for rear side windows



Leather interior package in standard colors



Natural leather interior package in two-tone combination

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Interior: leather.</b>								
Leather interior package in standard colors	○	○	○	○	●	●	Code	119
Leather interior package in two-tone combination <sup>1</sup>	○	○	○	○	○	○	Code	119
Natural leather interior package <sup>1</sup>	○	○	○	○	○	○	Code	119
Natural leather interior package in two-tone combination <sup>1</sup>	○	○	○	○	○	○	Code	119
Soft ruffled leather on seat centers	○	○	○	○	–	○	N5Y/N7D/ N7F	
GTS interior package in Carmine Red <sup>2</sup>	–	–	–	–	○	–	6FQ	120
GTS interior package in Peridot <sup>2</sup>	–	–	–	–	○	–	6FR	80

– not available   ○ extra-cost option   ● standard equipment   N no-cost option

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Interior packages.</b>								
Black high-gloss interior package	●	●	●	●	N	N	5TL	120
Brushed Aluminum interior package	○	○	○	○	●	●	5TE	120
Walnut interior package <sup>3</sup>	○	○	○	○	○	○	5MG/PH4	120
Heated multifunction steering wheel in Walnut <sup>3</sup>	○	○	○	○	○	○	1XJ	
Natural Olive interior package <sup>3</sup>	○	○	○	○	○	○	5TF/PH5	120
Anthracite Birch interior package <sup>3</sup>	○	○	○	○	○	○	5MB/PH6	120
Heated multifunction steering wheel in Anthracite Birch <sup>3</sup>	○	○	○	○	○	○	1XE	
Carbon Fiber interior package	○	○	○	○	○	○	5MH/PH7	120
Heated multifunction steering wheel in Carbon Fiber	○	○	○	○	○	○	2FX	
Yachting Mahogany interior package <sup>3</sup>	○	○	○	○	○	○	5ML/PH8	120
<b>Exclusive</b>								
Heated multifunction steering wheel in Yachting Mahogany <sup>3</sup>	○	○	○	○	○	○	2ZU	
<b>Exclusive</b>								

<sup>1</sup>For Cayenne GTS: only in conjunction with comfort memory package or Adaptive Sport Seats.

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

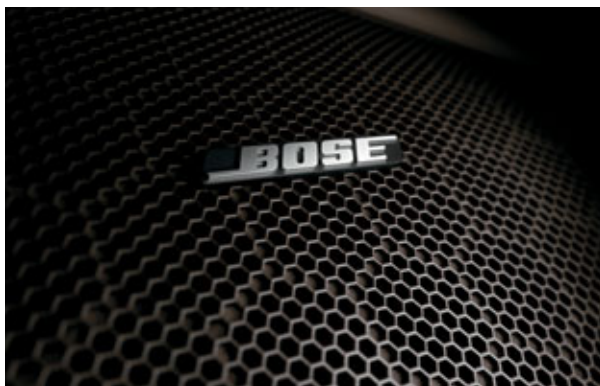
<sup>3</sup>Color and grain may vary.



Carbon Fiber interior package



Natural Olive interior package



Bose® Surround Sound System



Burmester® High-End Surround Sound System

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Audio and communication: CDR audio system.</b>								
CDR Plus audio system <sup>3</sup>	○	○	○	○	○	–	PM1	89
Bose® Surround Sound System <sup>2</sup>	○	○	○	○	○	–	9VL	95
Burmester® High-End Surround Sound System <sup>2</sup>	○	○	○	○	○	–	9VJ	97
6-disc CD changer <sup>3</sup>	○	○	○	○	○	–	7D7	
Universal audio interface (AUX)	●	●	●	●	●	–		91
Bluetooth® Hands-Free Profile <sup>1</sup>	●	●	●	●	●	–		91
Online services <sup>1</sup>	○	○	○	○	○	–	UN1	93
SiriusXM® Satellite Radio receiver	○	○	○	○	○	–		93
Porsche Rear Seat Entertainment	○	○	○	○	○	–	AEC	87
<b>Exclusive</b>								
<b>Audio and communication: PCM.</b>								
Porsche Communication Management (PCM) with navigation module <sup>3</sup>	○	○	○	○	○	●	7T1	89
Bose® Surround Sound System <sup>2</sup>	○	○	○	○	○	●	9VL	95
Burmester® High-End Surround Sound System <sup>2</sup>	○	○	○	○	○	○	9VJ	97
6-disc CD/DVD changer <sup>3</sup>	○	○	○	○	○	○	7D7	
Universal audio interface (AUX, USB, e.g., for iPod®) <sup>3</sup> with cover art	○	○	○	○	○	○	UF1	91

– not available   ○ extra-cost option   ● standard equipment   N no-cost option

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne GTS	Cayenne Turbo	Code	Page
<b>Audio and communication: PCM.</b>								
Bluetooth® Hands-Free Profile	●	●	●	●	●	●	9W5	91
Telephone module	○	○	○	○	○	○	9W1	91
Telephone module with cordless keypad handset	○	○	○	○	○	○	9ZP	91
Sport Chrono Package	○	○	○	○	○	○	QR5	56
Compass display in instrument cluster	○	○	○	○	○	○	QR1	
Electronic logbook	○	○	○	○	○	○	9NY	92
Voice control	○	○	○	○	○	○	QH1	91
HD Radio	○	○	○	○	○	–	QV3	93
SiriusXM® Satellite Radio receiver	○	○	○	○	○	–	QV4	93
SiriusXM® Satellite Radio receiver and HD Radio receiver	○	○	○	○	○	●	QV8	93
Online services <sup>1</sup>	○	○	○	○	○	○	UN1	93
Porsche Rear Seat Entertainment	○	○	○	○	○	○	AEC	87
<b>Exclusive</b>								
<b>Tourist delivery.</b>								
Tourist delivery Cayenne	○	○	○	○	○	○	S9Y/SZ8	138

<sup>1</sup>Introduction planned for 02/2013.

<sup>2</sup>Reduced luggage compartment volume due to subwoofer beneath cargo floor. Cayenne S Hybrid: no storage compartment on left-hand side of luggage compartment.

<sup>3</sup>May be incompatible with some copy-protected CDs/DVDs.



Porsche Communication Management (PCM) with navigation module



Universal audio interface



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Porsche Museum in Stuttgart-Zuffenhausen



On-road test track at Porsche Leipzig

## Panorama.



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## Technical data.

	<b>Cayenne</b>	<b>Cayenne Diesel</b>	<b>Cayenne S</b>
<b>Engine/electric motor</b>			
Cylinders	6	6	8
Displacement	3.6 liters	3.0 liters	4.8 liters
Max. power (DIN) at rpm	300 hp @ 6300 rpm	240 hp @ 3800–4400 rpm	400 hp @ 6500 rpm
Max. torque at rpm	295 lb.-ft. @ 3000 rpm	406 lb.-ft. @ 1750–2750 rpm	369 lb.-ft. @ 3500–5000 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 multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)	Porsche Traction Management (PTM): permanent all-wheel drive with self-locking center differential, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)
Lockable differentials (standard)	Electronically controlled multiplate clutch, variable center differential	Self-locking center differential	Electronically controlled multiplate clutch, variable center differential
6-speed manual gearbox	Standard	–	–
8-speed Tiptronic S	Optional	Standard	Standard

	<b>Cayenne S Hybrid</b>	<b>Cayenne GTS</b>	<b>Cayenne Turbo</b>
Cylinders	6	8	8
Displacement	3.0 liters	4.8 liters	4.8 liters
Max. power (DIN) at rpm	333 hp @ 5500–6500 rpm	420 hp @ 6500 rpm	500 hp @ 6000 rpm
Max. torque at rpm	325 lb.-ft. @ 3000–5250 rpm	380 lb.-ft. @ 3500 rpm	516 lb.-ft. @ 2250–4500 rpm
Compression ratio	10.5:1	12.5:1	10.5:1
Max. power (electric motor) at rpm	47 hp @ > 1150 rpm	–	–
Max. torque (electric motor) at rpm	221 lb.-ft. @ < 1150 rpm	–	–
Max. power (Parallel Full Hybrid) at rpm	380 hp @ 5500 rpm	–	–
Max. torque (Parallel Full Hybrid) at rpm	428 lb.-ft. @ 1000 rpm	–	–

Layout	Porsche Traction Management (PTM): permanent all-wheel drive with self-locking center differential, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multiplate clutch, Automatic Brake Differential (ABD), and Anti-Slip Regulation (ASR)
Lockable differentials (standard)	Self-locking center differential	Electronically controlled multiplate clutch, variable center differential	Electronically controlled multiplate clutch, variable center differential
6-speed manual gearbox	–	–	–
8-speed Tiptronic S	Standard	Standard	Standard

Some of the vehicles featured in this catalog 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.

	<b>Cayenne</b>	<b>Cayenne Diesel</b>	<b>Cayenne S</b>
<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-assist, hydraulic	Power-assist, hydraulic	Power-assist, hydraulic
Brakes	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS
Wheels	8.0J x 18	8.0J x 18	8.0J x 18
Tires	255/55 R 18	255/55 R 18	255/55 R 18
<b>Weight</b>			
	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
Curb weight	4,398 lb./4,475 lb.	4,795 lb.	4,553 lb.
Maximum load	1,698 lb.	1,675 lb.	1,709 lb.
Towing load	5,952 lb./7,716 lb.	7,716 lb.	7,716 lb.
<b>Performance</b>			
	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
Top track speed	142 mph/142 mph	135 mph	160 mph
0–60 mph	7.1 secs/7.4 secs	7.2 secs	5.6 secs

	<b>Cayenne S Hybrid</b>	<b>Cayenne GTS</b>	<b>Cayenne Turbo</b>
<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-assist, electrohydraulic	Power-assist, hydraulic	Power-assist, hydraulic
Brakes	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS	Six-piston, aluminum monobloc fixed calipers at front; four-piston, aluminum monobloc brakes at rear; ABS
Wheels	8.0J x 18	9.5J x 20	8.5J x 19
Tires	255/55 R 18	275/45 R 20	265/50 R 19
<b>Weight</b>			
	Tiptronic S	Tiptronic S	Tiptronic S
Curb weight	4,938 lb.	4,597 lb.	4,784 lb.
Maximum load	1,477 lb.	1,664 lb.	1,565 lb.
Towing load	7,716 lb.	7,716 lb.	7,716 lb.
<b>Performance</b>			
	Tiptronic S	Tiptronic S	Tiptronic S
Top track speed	150 mph	162 mph	172 mph
0–60 mph	6.1 secs	5.4 secs	4.4 secs

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## Technical data.

	<b>Cayenne</b>	<b>Cayenne Diesel</b>	<b>Cayenne S</b>
<b>Estimated EPA fuel economy</b>	Manual gearbox/Tiptronic S	Tiptronic S	Tiptronic S
City (mpg)	15/16	19	16
Highway (mpg)	22/23	29	22
<b>Dimensions</b>			
Length	190.8 in.	190.8 in.	190.8 in.
Width (excluding mirrors)	76.3 in.	76.3 in.	76.3 in.
Width (including mirrors)	84.8 in.	84.8 in.	84.8 in.
Width (folded mirrors)	78.7 in.	78.7 in.	78.7 in.
Height	67.4 in.	67.4 in.	67.4 in.
Wheelbase	114.0 in.	114.0 in.	114.0 in.
Luggage compartment volume, with rear seats folded	62.9 cu. ft.	62.9 cu. ft.	62.9 cu. ft.
Fuel tank capacity	26.4 gal.	26.4 gal.	26.4 gal.

	<b>Cayenne S Hybrid</b>	<b>Cayenne GTS</b>	<b>Cayenne Turbo</b>
	Tiptronic S	Tiptronic S	Tiptronic S
	20	15	15
	24	21	22
	190.8 in.	190.8 in.	190.8 in.
	76.3 in.	76.3 in.	76.3 in.
	84.8 in.	84.8 in.	84.8 in.
	78.7 in.	78.7 in.	78.7 in.
	67.4 in.	67.1 in.	67.0 in.
	114.0 in.	114.0 in.	114.0 in.
	59.7 cu. ft.	62.9 cu. ft.	62.0 cu. ft.
	26.4 gal.	26.4 gal.	26.4 gal.

## Technical data.

	<b>Cayenne</b>	<b>Cayenne Diesel</b>	<b>Cayenne S</b>
<b>Off-road capability</b>			
Maximum wading depth	19.69 in.	19.69 in.	19.69 in.
Approach angle <sup>1</sup>	25.5° (steel-spring suspension)	26.0° (steel-spring suspension)	25.5° (steel-spring suspension)
Departure angle <sup>1</sup>	24.0° (steel-spring suspension)	24.5° (steel-spring suspension)	24.0° (steel-spring suspension)
Ramp breakover angle <sup>1</sup>	19.5° (steel-spring suspension)	20.5° (steel-spring suspension)	19.5° (steel-spring suspension)
<b>Ground clearance with steel-spring suspension<sup>1</sup></b>			
Max. ground clearance	8.27 in.	8.27 in.	8.27 in.
<b>Ground clearance with Air Suspension<sup>1</sup></b>			
High Level II	10.6 in.	10.6 in.	10.6 in.
High Level I	9.4 in.	9.4 in.	9.4 in.
Normal Level	8.3 in.	8.3 in.	8.3 in.
Low Level I	7.4 in.	7.4 in.	7.4 in.
Low Level II	7.0 in.	7.0 in.	7.0 in.
Loading Level	6.2 in.	6.2 in.	6.2 in.

	<b>Cayenne S Hybrid</b>	<b>Cayenne GTS</b>	<b>Cayenne Turbo</b>
Maximum wading depth	19.69 in.	19.0 in.	19.69 in.
Approach angle <sup>1</sup>	25.5° (steel-spring suspension)	24.8° (Air Suspension)	26.0° (Air Suspension))
Departure angle <sup>1</sup>	24.5° (steel-spring suspension)	23.6° (Air Suspension)	24.5° (Air Suspension)
Ramp breakover angle <sup>1</sup>	20.05° (steel-spring suspension)	18.8° (Air Suspension)	20.0° (Air Suspension)
<b>Ground clearance with steel-spring suspension<sup>1</sup></b>			
Max. ground clearance	8.27 in.	–	–
<b>Ground clearance with Air Suspension<sup>1</sup></b>			
High Level II	10.6 in.	10.3 in.	10.8 in.
High Level I	9.4 in.	9.1 in.	9.6 in.
Normal Level	8.3 in.	8.0 in.	8.5 in.
Low Level I	7.4 in.	7.6 in.	7.6 in.
Low Level II	7.0 in.	—	7.2 in.
Loading Level	6.2 in.	7.1 in.	6.4 in.

<sup>1</sup>At DIN unladen weight, ground clearance at axle center, Cayenne Turbo with Air Suspension. 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.





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