



PORSCHE



2020 Cayenne Coupe
Press Kit : PCNA

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Summary

The new Cayenne Coupe models

Porsche enters new territory with the Cayenne Coupe models, which are part of the third-generation Cayenne model line. The derivatives retain everyday usability, but offer a sportier and more style-focused option to Porsche customers. While the engines and the basic chassis are the same as the standard Cayenne models, several differences separate them from their more traditional looking siblings.

Most obviously, heavy revisions from the A-pillar to the rear end create a dramatically different exterior. A roofline that is 0.78 inches (20 millimeters) lower and an increase in rear track width of 0.70 inches (18 millimeters) give the body a more muscular appearance and stance. To compensate for the lower roofline, the second row seats, which feature a divided design, sit lower in the vehicle. Customers who prefer the flexibility of three seatbelts in the second row may specify that option at no additional cost.

New Lightweight Sport Packages add a suite of sporty looking body modifications in either black or visible carbon fiber. More importantly, those packages also introduce new performance-oriented features to the Cayenne family including a carbon fiber roof and new 22" GT Design wheels made of forged aluminum. The same packages add special interior appointments including houndstooth cloth seat centers and a heated multifunction sport steering wheel in Alcantara®. In the case of the Cayenne Turbo Coupe, these packages also add a Sport Exhaust System. Additionally, the new Cayenne Coupe models are available in two special non-metallic colors unavailable to the standard body style: Lava Orange and Chalk.

Regardless of whether a customer selects that package, all Cayenne Coupe models come with an enriched list of standard equipment that emphasize sporty intent. Newly standard items include the Sport Chrono Package, eight-way sport seats for the Cayenne Coupe and Cayenne S Coupe (18-way Adaptive Sport Seats are standard with the Cayenne Turbo Coupe), upgraded standard wheels and an adaptive roof spoiler. A panoramic fixed glass roof is also standard on all Coupe models.

Model Year 2020	Cayenne Coupe	Cayenne S Coupe	Cayenne Turbo Coupe
Engine	3.0L mono-turbo V6	2.9L twin-turbo V6	4.0L twin-turbo V8
Transmission	8-speed Tiptronic S		
Horsepower	335@ 5,300 - 6,400	434 @ 5,700-6,600	541 @ 5,750-6,000
Torque	332@ 1,340 - 5,300	405 @ 1,800-5,500	567 @ 1,960-4,500
0-60 MPH	5.7 seconds	4.7 seconds	3.7 seconds
Top Track Speed	151 MPH	163 MPH	177 MPH
MSRP	\$75,300	\$88,600	\$130,100
Expected Arrival	Fall, 2019		

Design and equipment

Style and performance with Porsche DNA

With the exception of its front-end appearance, which the new model shares with the Cayenne, all body parts have been redesigned. The front windshield and A-pillar are shallower than in the Cayenne, courtesy of a front roof edge that is 0.78 inches lower than the standard Cayenne models. The sleeker roofline features a fixed roof spoiler. Redesigned rear doors and quarter panels broaden the shoulders of this vehicle by 0.7 inches. The rear license plate bracket moves from the liftgate down to the bumper, visually lowering the vehicle.

With its adaptive roof spoiler, the current Cayenne Turbo was the first SUV to feature active aerodynamics. For the Cayenne Coupe models, Porsche combined a fixed spoiler above the rear window with a new adaptive rear spoiler below it on all Coupe variants. The adaptive spoiler extends by 5.3 inches at speeds of 56 mph and up, increasing the downforce on the rear axle.

The new Cayenne Coupe comes with a standard panoramic fixed glass roof that lends a sense of space to the interior. An integrated sunshade protects against sun exposure and cold. The front windshield and panoramic roof merge together seamlessly to create the appearance of one large black panel from an exterior perspective. Alternatively, a contoured carbon fiber roof is available for the Coupe models. Its center seam gives the roof the characteristic look of a sports car. The carbon fiber roof is included exclusively in each of three optional Lightweight Sport Packages discussed in greater detail on the next page.

The Cayenne Turbo Coupe comes with 21-inch wheels in Platinum Satin with colored Porsche crests as standard. In that color, those wheels are exclusive to the Turbo model, which also includes a more aggressive front fascia designed to give the impression of a single, continuous air intake. At night, the Cayenne Turbo Coupe is set apart from the other Cayenne Coupe models with double-row front light modules. The rear of the Cayenne Turbo Coupe is distinguishable with its twin tailpipes in brushed stainless steel, a rear fascia painted in the body color and a larger lip on the rear spoiler.

The extensive standard equipment of the new Porsche Cayenne Coupe includes speed-sensitive Power Steering Plus, 20-inch alloy wheels, Park Assist at the front and rear, Porsche Active Suspension Management (PASM) and the Sport Chrono Package. The Cayenne Coupe and Cayenne S Coupe are fitted with eight-way Sport Seats featuring integrated headrests. The Cayenne Turbo Coupe comes with 18-way Adaptive Sport Seats including memory package as standard.

Lightweight Sport Packages with contoured carbon fiber roof

Three Lightweight Sport Packages are available with the Cayenne Coupe models as a means of enhancing performance. Depending on the package variant, it is possible to save between 39 and 48 lbs. The most distinctive element of the Lightweight Sport Packages is the contoured carbon fiber roof. Another visual highlight are the new forged 22-inch GT Design wheels, which are each approximately 4.4 lbs. lighter than a similar alloy wheel of the same size. Models equipped with one of the Lightweight Sport Packages also have less sound deadening material.

In combination with the lower roofline, the reduction in weight lowers the vehicle's center of gravity to below that of the Cayenne. All packages include a diffuser in carbon as well as Sport Design front trim, front spoiler, wheel arch extensions, side skirts and lower rear fascia. When applied to the Cayenne Turbo Coupe, all versions of the package also include a Sport Exhaust System.

The packages also add interior stylistic changes including seat centers upholstered in houndstooth fabric. Other common features of all packages are a heated multifunction sport steering wheel in Alcantara®, the roof lining in Alcantara® and the carbon fiber interior package as standard, in which decorative elements on the instrument panel, on the front and rear doors as well as in the center console are all trimmed in carbon fiber.

Major differentiating qualities of the three packages are as follows:

- **Lightweight Sport Package:** includes air intake grilles and air blades in matte black.
- **Lightweight Sport Package in black:** the wheels, lower front fascia, air intake grilles, air blades, wheel arch extensions, side skirts, door side trims and rear fascia are painted in black (matte).
- **Lightweight Sport Package in Carbon Fiber:** adds air blades and exterior mirror upper trims and diffuser trim in carbon fiber. The mirror lower trims and base as well as the air intake grilles have a black high-gloss finish.

Powertrain and performance

Turbocharged engines with 335, 434 and 541 HP

The Cayenne Coupe uses a 3.0-liter single-turbo V6 with 335 hp and 332 lb-ft of torque, and is capable of a 0-60 mph sprint in 5.7 seconds and a top track speed of 151 mph. The Cayenne S Coupe uses a 2.9-liter twin-turbo V6 that makes 434 horsepower, 405 lb-ft of torque. The mid-range model completes the 0-60 mph sprint in 4.7 seconds on to a top track speed of 163 mph. Finally, the Cayenne Turbo Coupe uses a 4.0-liter twin-turbo V8 that makes 541 hp and 567 lb-ft of torque that allows a 0-60 mph launch in 3.7 seconds toward a top track speed of 177 mph. Both the Cayenne Coupe and Cayenne S Coupe shave a tenth of a second off their respective 0-60 mph sprints by adding the optional Lightweight Sports Package.

Among the three available powertrains, the V8 is particularly technologically sophisticated. Adaptive cylinder control allows the eight-cylinder of the Cayenne Turbo Coupe to function as a four-cylinder, saving fuel. Adaptive cylinder control is available up to approximately 3,000 rpm and 239 lb-ft of torque depending on conditions and driver demand. This system works by selectively closing the intake and exhaust valves of these cylinders. The engines all feature turbochargers arranged in a central layout inside the cylinder V. By positioning the turbochargers there, the engine can sit lower in the chassis. This design also offers better responsiveness as compared to an externally housed design due to the shortened path between the combustion

chamber and the turbochargers.

Sporty and more responsive: the eight-speed Tiptronic S

The eight-speed Tiptronic S automatic transmission combines fast shifting speeds with comfortable and smooth starting characteristics. Clearly differentiated driving modes enable the driver to benefit from the new transmission tuning. In “Normal” mode, the automatic transmission upshifts sooner to save fuel. Shift speeds quicken in “Sport” mode for improved acceleration times. All Cayenne Coupe models achieve top track speed in sixth gear. The intentionally long seventh and eighth gears and coasting function allow for efficient and comfortable highway driving. Auto engine start-stop switches off the engine as the car coasts to a stop when approaching a traffic light and deactivates in Sport and Sport Plus modes. The Tiptronic S also has benefits for towing and driving off road. The torque converter and short first gear are conducive to sensitive throttle use at low speed.

Sport Chrono Package with PSM Sport as standard

Unlike the Cayenne, the Sport Chrono Package is fitted as standard on all Cayenne Coupe models. The driver selects the driving mode via the mode switch on the steering wheel. In addition to Normal, Sport and Sport Plus driving modes, the driver can also select the “Individual mode”. This mode allows the driver to store an individual set-up and select it simply by rotating the mode switch. Sport Plus mode activates Performance Start for optimum acceleration from a standstill, optimizes all chassis systems for performance and – if equipped - lowers the air suspension.

The Sport Response button in the center of the mode switch jumps to maximum performance of the engine and the transmission for 20 seconds at the push of a button. The instrument cluster shows the driver, via a countdown timer, how long the Sport Response function will remain active. The performance boost is available as often as desired. It is also possible to deactivate this function by pressing the Sport Response button a second time during the use period.

The Sport Chrono Package also includes the separate PSM Sport mode. In a safe environment, ambitious drivers can take the Cayenne Coupe closer to its limits in this mode. The Porsche Stability Management (PSM) system adjusts to allow for sportier driving while PSM remains active in the background. PSM Sport mode is available regardless of the selected driving mode and must be selected manually through a single short press of the PSM button.

Active Porsche Traction Management (PTM) for all models

All new Cayenne models feature Porsche Traction Management (PTM), which uses an electronically and map-controlled multi-plate clutch to manage torque distribution between the front and rear axles. With its broad spread of torque distribution, the active hang-on all-wheel drive system offers huge advantages in terms of driving dynamics, agility, traction and off-road capabilities. During off-road driving, the system uses the fully variable torque distribution to ensure maximum propulsion at all times. The new Cayenne Coupe offers the same high level of off-road capabilities as the Cayenne. Combined with the optional three-chamber air suspension, maximum ground clearance is 9.6 inches with a breakover angle of 21.3 degrees and a wading depth of 20.8 inches. Systems such as Porsche Dynamic Chassis Control (PDCC) rolling-motion

compensation and the Porsche Torque Vectoring Plus (PTV Plus) differential lock on the rear axle offer real benefits when off-roading that are explained in detail in the next section.

Suspension and chassis systems

Improved lateral dynamics and advanced driving comfort

The Cayenne Coupe is fitted with the same base suspension as the Cayenne with a front axle featuring a separated link design and a multi-link rear axle. An aluminum auxiliary frame stiffens the front axle construction and supports the engine via integrated bearings. On the rear axle of the Cayenne Coupe and Cayenne S Coupe, Porsche fits a multi-link suspension with lightweight steel links and steel springs. A separated spring-damper arrangement on the spring links and a nearly perpendicular damper arrangement help improve both spring comfort and the responsiveness of the dampers. In combination with the wider wheels, the 0.70 inch (18 millimeter) wider rear ensures even more stability on the rear axle.

The adaptive three-chamber air suspension, fitted as standard on the Cayenne Turbo Coupe, also adds forged aluminum suspension links at the rear. The adaptive air suspension uses three chambers for each spring strut, which allow for three different spring rates. With the choice of five different ride heights, the ground clearance can be manually adapted to the terrain for off-road driving.

All Cayenne Coupe models include Power Steering Plus, at least 20-inch wheels and the Porsche Active Suspension Management (PASM) damping system as standard. Depending on road conditions and driving style, PASM actively and continuously regulates the damping force for each wheel individually. Three different settings are available: Normal, Sport or Sport Plus.

Power Steering Plus increases steering assistance at low speed, but greatly decreases its level of assistance as the driver accelerates.

As standard, these systems offer an appreciable spread between comfort and sporty chassis settings. However, it is possible to amplify both performance and comfort aspects of the chassis capability further by selecting optional performance equipment.

- **Porsche Dynamic Chassis Control (PDCC)** active roll stabilization uses a dedicated 48-volt system based on a super capacitor. The system is capable of adjusting the torsional rigidity of the anti-roll bars on the front and rear axles in milliseconds. The design features an anti-roll bar divided in two, with the halves joined together by a pivot motor. Depending on the car's roll angle, the motor rotates the two halves in opposite directions, strengthening the rigidity of the anti-roll bar and keeping the vehicle flat. In the off-road modes, PDCC largely disengages the anti-roll bar halves, or even actively rotates them. This enables greater axle articulation, and helps maintain contact with the ground to ensure optimal traction off-road. On fast roads, this function eliminates replication effects of the anti-roll bars, and allows for independent spring and wheel damping.
- **Rear-axle steering** builds up lateral acceleration at the rear axle quickly. Rear-axle

steering also boosts comfort in day-to-day driving. The car's turning radius reduces from 39.7 feet to 37.8 feet. At speeds of up to approximately 49 mph, the axles steer in opposite directions. This feature not only ensures significantly higher agility and steering precision, but also makes maneuvering easier. At higher speeds, both axles steer in the same direction for improved stability at high speed. The maximum steering angle used on the rear axle is three degrees.

- **Porsche Torque Vectoring Plus (PTV Plus)** is an ideal addition to the standard Porsche Stability Management (PSM) for enhancing driving dynamics and stability. In conjunction with the electronically controlled, fully variable rear differential lock, PSM applies brake pressure to the inside rear wheel as soon as the steering wheel is turned. Consequently, a greater amount of torque is distributed to the outside rear wheel than to the inside wheel. The result is a significant increase in agility and steering response. PTV Plus also improves traction on corner exit by controlled locking of the rear differential.
- **Porsche Surface Coated Brake (PSCB)**, standard on the Cayenne Turbo Coupe, are discs with an exceptionally hard tungsten-carbide coating, combined with specially developed brake pads. Compared to conventional grey cast iron brakes, the new discs generate up to 90 percent less brake dust. The increased friction values of the brakes also ensure improved responsiveness. PSCB delivers stable braking even under extreme stress. A side effect of the new technology is the unique appearance of the coated discs. After around 375 miles of day-to-day driving, the pads will polish the surface to a gleaming shine, creating a mirror-like finish. White calipers, specific to PSCB, emphasize the aesthetic effect.
- **Porsche Ceramic Composite Brake (PCCB)** is the highest performing brake option. They are roughly 50 percent lighter than grey cast iron brakes of a similar size. A factor which not only has a positive effect on driving performance, but which above all reduces unsprung weight. The result: better road grip and increased driving and vehicle comfort, especially on uneven roads. Under high load in particular, it is well suited to achieving a short braking distance. Moreover, the high fading stability of the PCCB offers consistency in pedal feel when braking at high speed.

Alloy wheels: 20 inches and larger

The wheels available on the new Cayenne Coupe start at 20 inches and now include more designs than those familiar from the Cayenne. The availability of two other 22-inch wheels means that the vehicle can now be fitted with very exclusive equipment. For example, the RS Spyder Design wheel is now available for the Cayenne Coupe in 22 inches where it was previously only a 21" design. The new forged and milled 22-inch GT Design wheels, which are only available in combination with the lightweight sports packages, are a new edition in association with the Cayenne Coupe.

Interior and infotainment

Sporty ambience and full connectivity

The new Cayenne Coupe offers plenty of space for up to five people. At the front, the new eight-way electrically adjustable sport seats with integrated headrests offer exceptional comfort and optimum lateral support. The Cayenne Turbo Coupe features 18-way sports seats, which are also

available in the other models as an option. Comfort seats with 14-way adjustment, which can also be equipped with a massage function, are also available as an option. The Coupe comes fitted as standard with a 2+2 seating configuration and a center storage compartment. Alternatively, a rear bench with three individual seats is available at no additional cost. Rear passengers sit 1.18 inches lower than in the Cayenne to offset the effects of the lower roofline.

The second row seatbacks offers ten adjustment positions in two-degree increments from 11 to 29 degrees. The rear seats also feature a 40/20/40 split, a cargo position with the backrest in an almost vertical position and the ability to fold into a completely flat load floor. Cargo capacity is 22 cubic feet and increases to 54.3 cubic feet (Cayenne Turbo Coupe: 21.1 cubic feet to 53.3 cubic feet) when the rear seats are folded down. Optional “Comfort Access” allows a user to open the liftgate with a small foot movement under the rear bumper. For security reasons, this function is only active if the system is able to identify the vehicle key. Comfort Access also includes keyless entry and allows the driver to start the engine without the need to take out the key fob.

The Cayenne Coupe models feature the Porsche Advanced Cockpit, just like the standard Cayenne and the Panamera with which this design premiered. An instrument cluster with a central analog tachometer and two seven-inch full-HD displays shows the driver a wide range of information that the driver can manage via the multifunction steering wheel. Featured prominently in the center stack, a 12.3-inch full-HD touchscreen offers access to the breadth of settings and functions in the vehicle. Key aspects of the display – the home screen and “info widget” – are highly customizable. The home screen also serves as a shortcut to the functions it displays. Finally, a series of dedicated capacitive touch buttons, switches, and a rotary dial on the center console serve as easy shortcuts to PCM sub-menus, chassis functions and climate controls.

The Cayenne Coupe comes with four off-road modes that are all accessible via a specific menu within the PCM: Gravel, Mud, Sand and Rock. Depending on the selected mode, the vehicle optimally conditions engine idling, the shift mapping, the PTM all-wheel drive system, torque distribution to the rear axle and Porsche Stability Management (PSM) behavior to suit the application. Assuming the vehicle in question has the relevant equipment, the modes also adjust the air suspension including ground clearance, the PASM damper system, PDCC and rear axle steering to suit off-road use.

The optional Offroad Package adds parts to protect vital vehicle components during tough off-road driving. Additional off-road-specific information in the Porsche Communication Management (PCM) – for example steering angle, transverse gradient and longitudinal incline – and the compass display on the dashboard round off this special equipment. If the vehicle is equipped with Surround View, a Top View function is also available that shows the Cayenne Coupe within its surroundings.

Connect Plus: fully networked as standard

The new Cayenne Coupe comes with an integrated, LTE-compatible SIM card as standard, meaning every model is connected. The wide range of networking options are part of the Porsche

Connect Plus infotainment package, which is also standard equipment. This means that drivers can now access the following services through Porsche Communication Management (PCM):

- Amazon Music, one of the most popular streaming services, is available directly through the PCM. In addition to the comprehensive music selection, Amazon Music also offers other entertainment services for the particular country.
- Radio Plus is a combination of traditional radio reception and online radio. This service extends the range of your personal favorite station by integrating Internet radio functionality. Once the Cayenne Coupe leaves the range for terrestrial reception via FM or digital radio, the system automatically switches to online streaming.
- Users of the Smart Home devices from Nest can receive information about their home in the vehicle at any time. The service transmits data from smoke detectors and images from installed cameras via the Internet. It also enables control of the temperature in the house directly from the vehicle.

Online navigation with swarm data

The online navigation works with real-time traffic information. The simplified search for navigation destinations is based on the central finder, which is accessed by clicking on the magnifying glass icon in the header of the PCM. This enables destination searches using simple terms.

The driver can also access certain functions of the vehicle via voice commands supported by online speech recognition. For example, it is now possible to enter a navigation destination without specific address details. The navigation system also processes swarm data with the new Risk Radar service, whereby data about traffic and road conditions is anonymously captured and transmitted from vehicles with the relevant equipment. Captured by the vehicle sensors, this data provides warnings regarding fog, skidding risks and accidents. With this function, the new Cayenne Coupe can contribute towards mitigating risks and preventing accidents.

Assistance and comfort systems

Comprehensive systems increase comfort and safety

The Cayenne Coupe benefits from all the technical highlights of the current generation of the Cayenne including assistance systems. The standard front and rear Park Assist provides visual and acoustic information to the driver when maneuvering and parking. The system uses ultrasonic sensors fitted to the front and rear of the vehicle. This helps with maneuvering by showing a color camera image on the PCM screen with dynamic guidelines and distances to potential obstacles. Park Assist with Surround View is available as an option. It creates a birds-eye view from four individual cameras that helps when parking and maneuvering.

Adaptive cruise control with stop-and-go function

The Cayenne Coupe is equipped with a standard cruise control system. Adaptive Cruise Control is optionally available. Using a radar sensor positioned in the middle of the central air intake and

the vehicle cameras, the system monitors the distance to vehicles in front and adjusts the distance automatically. It also detects vehicles crossing in front of the vehicle from other lanes. If required, the system brakes to match the speed of the vehicle in front until standstill. Wherever possible, it also uses the coasting function to reduce fuel consumption. The system offers greater driving comfort and safety, particularly in slow-moving traffic. The automatic distance control of the adaptive cruise control is available above 19 mph.

Thanks to the stop-and-go function, the vehicle is able to resume motion automatically after braking to a standstill. If the car stops for more than three seconds, a short tap on the accelerator pedal or a restart via the control stalk is necessary. A collision warning system is also included. The system provides an initial visual warning, followed by an acoustic warning if the Cayenne Coupe approaches the car in front too quickly. If necessary, braking initiated by the driver will be increased to full braking. If the driver does not react, the system automatically initiates emergency braking. In this case, the side windows and panoramic roof system close automatically. The seat-belt tensioners for the driver and passengers also activate. At the same time, the system activates the hazard warning lights to warn vehicles approaching from behind.

InnoDrive as an electronic co-pilot

Porsche InnoDrive further improves on adaptive cruise control. Using the navigation data, it calculates the optimum acceleration and deceleration values for the next 1.8 miles, and activates them via the engine and the transmission as well as the brake system. In doing so, the electronic co-pilot takes corners, gradients and maximum speeds into account. It detects the current traffic situation using radar and video sensors and adjusts accordingly. Exclusively developed by Porsche, InnoDrive even recognizes roundabouts, and adjusts the vehicle speed to match the circumstances ahead. When Sport mode is activated, InnoDrive switches to a more dynamic map with sportier driving behavior.

Anticipatory pedestrian protection

The Cayenne Coupe models are equipped with an anticipatory pedestrian protection system as standard. The system considerably reduces the risk of collisions with pedestrians by issuing a visual and audible warning if a pedestrian or cyclist is located in the collision area. To enable this, the technology evaluates signals from the front camera. If the vehicle is moving towards a person too quickly, the brakes are applied. If the driver then also actuates the brake, the vehicle comes to a complete stop. If the driver does not react, the system automatically initiates emergency braking.

Lane Keep Assist including traffic sign recognition

Lane-changing maneuvers in fast-moving traffic are one of the most frequent risks in day-to-day driving. The optional Lane Keep Assist system monitors the car's position using a camera, and responds by providing steering support if the driver leaves the lane without indicating. The system significantly increases comfort and safety, particularly on long-distance journeys. In addition to steering assistance, a further audible and visual warning on the instrument cluster can be activated in the PCM. The system is active within a speed range of 41 to 130 mph.

The Lane Keep Assist system is combined with traffic sign recognition technology. Traffic sign recognition uses the same camera and detects normal speed limits, temporary speed signs and passing restrictions. The traffic sign recognition technology is situation-dependent, and uses other vehicle systems. If the rain sensor detects wet conditions, for example, the speed limit display system will take this into consideration.

Lane Change Assist with Rear Turn Assist

The enhanced Lane Change Assist system functions as a complement to Lane Keep Assist. The system uses a radar sensor to detect the distance and speed of traffic behind the car in adjacent lanes. If the speed and distance to the driver's vehicle are deemed a risk for changing lanes, a warning is shown in either the left or right exterior mirror. The system detects vehicles at a distance of up to 229 feet, and is active between approximately 10 and 155 mph. A further feature of the new Cayenne Coupe is Rear Turn Assist. After approaching an intersection, the Rear Turn Assist system displays an optical warning for objects nearing the vehicle in its blind spot. When accelerating from a standstill with one of the indicators active, the driver is assisted by the Rear Turn Assist until reaching the activation speed of the Lane Change Assist.

Night Vision Assist with thermal imaging camera

Night Vision Assist uses an intelligent thermal imaging camera to detect people and animals when driving in the dark, and flags their presence and position to the driver. The system operates at distances of up to 984 feet. The electronics are able to classify the relevant thermal source and to distinguish an animal from a parked motorcycle with a warm engine, for example. Night Vision Assist deactivates in densely populated areas to avoid possible false warnings.