



PORSCHE



Press Information

Porsche Cayenne GTS and Cayenne Turbo S

Contents

Highlights	Pure sportiness times two	1
Cayenne GTS and Cayenne Turbo S	Performance is the mission	2
Overview of the Porsche Cayenne GTS		4
Overview of the Porsche Cayenne Turbo S		6
Specifications Cayenne GTS		8
Specifications Cayenne Turbo S		12

February 2015

Highlights**Pure sportiness times two**

All Porsche Cayenne models are high-performance athletes. The GTS and Turbo S take their skills to a new level.

Cayenne Turbo S The Cayenne Turbo S is the top model of the series, and it stands for exclusiveness and superlative performance. It offers 570 hp of power, 800 Nm of torque and a chassis that is equipped with all of the systems available in the model series as standard equipment. It combines extraordinary comfort with extreme sportiness.

Cayenne GTS Lateral dynamics and passion: those are the key attributes of the Porsche Cayenne GTS with its 440 hp and 600 Nm. It is the most agile athlete among premium SUVs – with a high-performance engine and chassis, robust engine sound and typical GTS design.

Performance Figures are better than words here: The Cayenne Turbo S turns a lap of the North Loop at the Nürburgring in seven minutes and 59 seconds. The Cayenne GTS does it in eight minutes 13 seconds. These two sports cars demonstrate their potential.

Downsizing At Porsche downsizing means: less is more. More power, more torque, but lower fuel consumption. The Cayenne GTS engine is a perfect example of this. It has two fewer cylinders and around 1.2 liters less engine displacement than the previous V8 engine – yet it develops an extra 20 hp and 85 Nm of torque. Nonetheless, it consumes 0.9 liters less per 100 km than the previous model.

Market success The Cayenne is the best-selling model at Porsche. The four-door Porsche sports cars are covering investment needs for the future technologies of all Porsche vehicles – including a broad range of highly dynamic models.

Cayenne GTS and Cayenne Turbo S

Performance is the mission

Every Porsche is a sports car. The Cayenne has embodied this DNA ever since it was introduced in 2002. In the Sport Utility Vehicle (SUV) segment, each Cayenne generation has successively raised the bar to a new higher level. The new Cayenne GTS and the new Cayenne Turbo S are excellent examples.

The lap times of the Cayenne GTS and Cayenne Turbo S are prime examples. The Cayenne Turbo S turns a lap of the North Loop at the Nürburgring in seven minutes and 59 seconds. The Cayenne GTS follows close behind at eight minutes and 13 seconds. This puts Porsche at the top in the premium SUV segment.

Both of these vehicles attain their extraordinary lap times by a balanced total package of engine, chassis and aerodynamics. One factor is consistent downsizing of the engines in the Cayenne GTS and Cayenne Turbo S models. In the Cayenne GTS, a newly designed 3.6-liter V6 biturbo engine replaces the previous naturally aspirated V8 engine. The new engine produces 20 hp and 85 Nm more than the one in the previous model; its specification figures are 440 hp (324 kW) and 600 Nm. Yet the new model consumes 0.9 liters less per 100 km than the previous one. The 4.8-liter V8 engine of the Cayenne Turbo S now develops 570 hp (419 kW) and 800 Nm, which is 20 hp and 50 Nm more than before – without affecting fuel economy.

Two exceptional characters

The new top model, the Cayenne Turbo S, stands for superior attributes and exclusiveness. Its character is defined by the most powerful engine of the model series, a chassis that scores high in comfort and sportiness as well as an extensive range of features. Although it projects a subtle sporty image, the Cayenne Turbo S displays its extraordinary performance on its distinctive front end and large air intakes. And it is always ready to switch over to a highly dynamic driving style. The Cayenne Turbo S accelerates from zero to 100 km/h in 4.1 seconds – which is 0.4 seconds faster than its predecessor. The vehicle's top speed is now 284 km/h (176 mph).

Within the model family, the Cayenne GTS is positioned between the Cayenne S and the Cayenne Turbo, and it can be made out as an athlete at first glance. The Sport Design Package is standard equipment; it includes more powerfully contoured side sills and wheel arch moldings as well as a Turbo front end. It also has a 3.6-liter V6 biturbo engine that is configured as a sports engine, and a chassis that makes the GTS the most agile of Cayenne models. Not only does the engine contribute to this, so does the Porsche Active Suspension Management system (PASM, standard equipment) with its sporty tuning and ride height lowered by 24 mm with the standard steel suspension – or by 20 mm with the optional air suspension. The Cayenne GTS accelerates from zero to 100 km/h in 5.2 seconds (5.1 seconds with the optional Sport Chrono Package). These figures are 0.5 and 0.6 seconds faster than in the previous model. The car reaches a top speed of 262 km/h (162 mph).

The Cayenne GTS continues the sporty tradition of the first GTS in Porsche history – the renowned 904 Carrera GTS of 1964.

Overview of the Porsche Cayenne GTS

Brief profile

The Cayenne GTS is positioned between the Cayenne S and the Cayenne Turbo. It is the most agile and passionate version of the model series. Its complex chassis achieves exceptional transverse dynamics and makes it an extremely agile and sporty SUV in conjunction with a powerful engine with 440 hp (324 kW) and 600 Nm of torque. The vehicle's styling highlights its character with expressive GTS-typical detailing.

Nürburgring

The Cayenne GTS rounds the North Loop at the Nürburgring in eight minutes and 13 seconds.

GTS

These three letters stand for exceptional sportiness: GTS. They bring to mind the famous 904 Carrera GTS of 1964. The first Cayenne GTS breathed new life into the three letters in 2007. Ever since, GTS has stood for the extremely agile model versions at Porsche. The new Cayenne GTS continues this tradition in the segment of luxurious SUVs.

Technical highlights

- 3.6-liter V6 biturbo engine with 440 hp (324 kW) and 600 Nm – an advanced performance-oriented development of the new engine introduced in the Cayenne S.
- Downsizing – less displacement and fewer cylinders than in the previous V8 engine, but an extra 20 hp and 85 Nm of torque.
- Fuel consumption has been reduced by 0.9 l/100 km compared to the previous model.
- Sport exhaust system and sound symposer generate an even more passionate engine sound.
- Chassis combines a steel suspension with the Porsche Active Suspension Management (PASM) system. Ride height lowered 24 mm compared to other Cayenne models – 20 mm with optional air suspension.
- Brake system from the Cayenne Turbo (discs, front: 390 mm, rear: 358 mm, brake calipers painted red).

Design highlights

- 20-inch wheels in RS Spyder design.
- Front end in Turbo design with large air intakes. Cayenne Turbo front lights and LED fog lights.
- Sport Design package, including more powerfully contoured side sills and wheel arch moldings.
- Components painted in car color: side sills, wheel arch extensions, roof spoiler, lower rear panel.
- Black is used as an accent color: high-gloss black exterior package, logos, wheels, tailpipes, interior plates of the bi-xenon headlights, smoked LED rear lights.
- New: GTS logo on lower sections of front doors.
- Stainless steel front door sills with model logo in black.

Interior

- GTS sport seats with eight-way power adjustment, in leather-Alcantara design including GTS logo on the head restraints of the outer seats.
- Alcantara is used for the rooflining, roof pillars, door trim, door armrest and storage compartment on the center console.
- Brushed aluminum interior package.
- Tachometer in black with GTS logo.
- Optional: GTS interior package in carmine red or rhodium silver with tachometer dial, decorative stitching, logo on head restraints and contrasting color on safety belts; when carmine red is selected, the needles of the instruments are white.

Overview of the Porsche Cayenne Turbo S

Brief profile

The Cayenne Turbo S is the top model of the series. It combines exclusiveness and superior attributes with top driving performance. At the same time, it extends the concept of functional “spread” even more substantially, combining everyday practicality with sports car performance. The Cayenne Turbo S draws its superlative performance from an engine with 570 hp (419 kW) and 800 Nm of torque and a chassis that is equipped with all systems available in the model series: Porsche Traction Management (PTM), Porsche Dynamic Chassis Control (PDCC) and Porsche Torque Vectoring Plus (PTV Plus).

Nürburgring

The Cayenne Turbo S takes just seven minutes and 59 seconds to complete a lap of the North Loop at the Nürburgring.

Turbo

Turbo – five letters that have stood for top engineering performance and sporty driving since the first 911 Turbo. The new Cayenne Turbo S features new integral turbochargers that are housed right in the exhaust manifold – for short response times and improved combustion, and this boosts fuel economy.

A turbocharger uses the energy of the exhaust gas to compress the induction air. This increases the oxygen content of the air-fuel mixture, which in turn improves combustion. It is one of the key technologies for developing future combustion engines that achieve maximum efficiency.

Technical highlights

- 4.8-liter V8 biturbo engine with 570 hp (419 kW) and 800 Nm.
- 20 hp and 50 Nm more than in the previous model – with identical fuel economy figures.
- Standard: Sport Chrono Package with an analog timer and Sport Plus button – for an even sportier setting, e.g. of the accelerator pedal characteristic, PTM and PSM.

- Option: Sport exhaust system and sound symposer for more passionate engine sound.
- Chassis systems include Porsche Traction Management (active hang-on all-wheel drive, PTM with permanent rear-wheel drive plus fully variable torque distribution to front wheels), Porsche Dynamic Chassis Control (PDCC, active roll stabilization which reduces lateral roll) and Porsche Torque Vectoring Plus (PTV Plus, improved driving dynamics by targeted brake interventions and rear differential with electromechanical control). The results: Top driving dynamics and traction as well as a high level of agility at any speed.
- Brake system: Porsche Ceramic Composite Brake (PCCB), for the first time with ten-piston brake calipers at the front wheels and four-piston brake calipers at the rear wheels (disks, front: 420 mm; rear: 370 mm; brake calipers painted yellow).

Design highlights

- 21-inch wheels in 911 Turbo design with high-gloss black painted rim wells.
- Turbo front end with large air intakes.
- LED headlights with Porsche Dynamic Light System Plus (PDLS Plus), Cayenne Turbo front lights and LED fog lights.
- Body accents such as air intakes painted in high-gloss black at front of vehicle and door mirror undersides and base in same color. Roof spoiler and wheel arch moldings in car color.

Interior

- Full-leather interior with Porsche emblem embossed on the head restraints of the outer seats.
- Carbon trim strips.

Specifications Porsche Cayenne GTS*

Body: Unitary construction, fully galvanized lightweight all-steel body; two-stage driver and front passenger airbags; side airbags for driver and front passenger; curtain airbags over the roof frame and side windows from A-pillar to C-pillar; seating for five persons.

Aerodynamics:

Drag coefficient c_d	0.36
Frontal area A	2.80 m ²
$c_d \times A$	1.008

Engine: Six-cylinder V engine; cylinder angle 90 degrees; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; continuous inlet and outlet valve control by variable valve timing and lift (VarioCam Plus); hydraulic valve clearance adjustment; intake manifold oscillation charging and two-stage variable length intake manifold; direct petrol injection; biturbo charging; integrated dry sump lubrication; engine oil 10.0 liters, two three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with six individual ignition coils; thermal management for engine and gearbox coolant circulation; variable overrun fuel cutoff; extended auto start/stop function Plus; coasting function.

Bore	96.0 mm
Stroke	83.0 mm
Displacement	3,604 cm ³
Compression ratio	10.5:1
Engine power	440 hp (324 kW) at 6,000 rpm
Max. torque	600 Nm at 1,600 – 5,000 rpm
Power output per liter	122.2 hp/l (89.9 kW/l)
Max. engine speed	6,700 rpm
Fuel type	Super plus

* Specifications may vary according to markets

Electrical system: 12 Volt; alternator 3,080 W; battery 92 Ah/520 A; electrical system recuperation.

Power transmission: Engine and transmission bolted to form one drive unit; Porsche Traction Management (PTM): active hang-on all-wheel drive with electronically controlled, map-controlled multi-plate clutch; permanently driven rear axle, fully variable distribution of power to the front axle; eight-speed Tiptronic S.

Gear ratios

1 st gear	4.92
2 nd gear	2.81
3 rd gear	1.84
4 th gear	1.43
5 th gear	1.21
6 th gear	1.00
7 th gear	0.83
8 th gear	0.69
Reverse gear	4.02
Final drive ratio FA	3.27
Final drive ratio RA	3.70
Converter diameter	272 mm

Chassis: Front axle: aluminum double wishbone suspension; struts with steel springs and internal, hydraulic double-tube gas dampers.

Rear axle: multi-link suspension with lower transverse link, two individual upper links and tie rod; struts with steel springs and internal hydraulic double-tube gas dampers.

Brakes:	Dual-circuit brake system with separate circuits for front and rear axles.			
	Front: six-piston aluminum monobloc brake calipers; internally ventilated brake rotors, 390 mm in diameter and 38 mm thick.			
	Rear: four-piston aluminium monobloc brake calipers, internally ventilated brake rotors, 358 mm in diameter and 28 mm thick.			
	Porsche Stability Management (PSM); vacuum brake booster; brake assist; multi-collision brake; electric parking brake.			
Wheels and tires:	Front and rear	9.5 J x 20	with	275/45 R 20
Weights:	Curb weight (DIN)			2,110 kg
	Gross vehicle weight rating			2,865 kg
	Maximum trailer weight			3,500 kg
	Maximum draw bar weight			140 kg
	Maximum roof load			100 kg
Dimensions:	Length			4,855 mm
	Width			1,954 mm
	Width with door mirrors			2,165 mm
	Height			1,688 mm
	Wheelbase			2,895 mm
	Track widths	front		1,660 mm
		rear		1,678 mm
	Luggage comp. capacity			670 – 1,780 l
	Fuel tank capacity			85 l

Performance:	Top speed	262 km/h 163 mph
	Acceleration	
	0 – 100 km/h	5.2 s
	with Sport Chrono Package	5.1 s
	0 – 60 mph	4.9 s
	with Sport Chrono Package	4.8 s
	0 – 160 km/h	11.7 s
	with Sport Chrono Package	11.5 s
Fuel consumption: (NEDC)	0 – 400 m (1/4 mile)	13.4 s
	with Sport Chrono Package	13.3 s
	0 – 1,000 m	24.7 s
	with Sport Chrono Package	24.6 s
CO₂ emissions:	Combined	10.0 – 9.8 l/100 km
	Urban	13.2 – 12.9 l/100 km
	Extra-urban	8.3 – 8.1 l/100 km
Emissions class:	Combined	234 – 228 g/km
		Euro 6

Status: February 2015

Specifications Porsche Cayenne Turbo S*

Body: Unitary construction, fully galvanized lightweight all-steel body; two-stage driver and front passenger airbags; side airbags for driver and front passenger; curtain airbags over the roof frame and side windows from A-pillar to C-pillar; seating for five persons.

Aerodynamics:

Drag coefficient c_d	0.36
Frontal area A	2.80 m ²
$c_d \times A$	1.008

Engine: Eight-cylinder V engine; cylinder angle 90 degrees; aluminum engine block and cylinder heads; four overhead camshafts; four valves per cylinder; continuous adjustment of inlet camshaft and variable valve lift (VarioCam Plus); hydraulic valve clearance compensation; gasoline direct injection; biturbo charging via two turbochargers that are integrated in the exhaust manifold (integral turbochargers); integrated dry sump lubrication; engine oil 11.55 liters, two three-way catalytic converter per cylinder bank, each with two oxygen sensors; electronic ignition with eight individual ignition coils; thermal management for engine and gear-box coolant circulation; variable overrun fuel cutoff; extended auto start/stop function Plus; coasting function.

Bore	96.0 mm
Stroke	83.0 mm
Displacement	4,806 cc
Compression ratio	10.5:1
Engine power	570 hp (419 kW) at 6,000 rpm
Max. torque	800 Nm (590 ft lb) at 2,500 – 4,000 rpm
Power output per liter	118.6 hp/l (87.2 kW/l)
Max. engine speed	6,700 rpm
Fuel type	Super plus

* Specifications may vary according to markets

Electrical system: 12 Volt; alternator 2.5 kW; battery 92 Ah/520 A; electrical system recuperation.

Power transmission: Engine and transmission bolted to form one drive unit; Porsche Traction Management (PTM): active hang-on all-wheel drive with electronically controlled, map-controlled multi-plate clutch; permanently driven rear axle, fully variable distribution of power to the front axle; Porsche Torque Vectoring Plus (PTV+) with variable drive torque distribution at the rear axle and electronically controlled rear differential lock; eight-speed Tiptronic S.

Gear ratios

1 st gear	4.92
2 nd gear	2.81
3 rd gear	1.84
4 th gear	1.43
5 th gear	1.21
6 th gear	1.00
7 th gear	0.83
8 th gear	0.69
Reverse gear	4.03
Final drive ratio FA	2.58
Final drive ratio RA	2.92
Converter diameter	272 mm

Chassis: Self-leveling air suspension with ride height control and continuous shock absorber adjustment with three mappings (PASM); active roll compensation Porsche Dynamic Chassis Control (PDCC).

Front axle: aluminum double wishbone suspension; struts with air springs and internal, hydraulic double-tube gas shock absorbers.

Rear axle: multi-link suspension with lower transverse link, two individual upper links and tie rod; struts with air springs and internal hydraulic double-tube gas shock absorbers.

Brakes: Ceramic brake system Porsche Ceramic Composite Brake (PCCB); dual-circuit brake system with separate circuits for front and rear axles.

Front: ten-piston aluminum monobloc brake calipers; internally ventilated brake rotors, 420 mm in diameter and 40 mm thick.

Rear: four-piston aluminum monobloc brake calipers, internally ventilated brake rotors, 370 mm in diameter and 30 mm thick.

Porsche Stability Management (PSM); vacuum brake booster; brake assist; multi-collision brake; electric parking brake.

Wheels and tires: Front and rear 10 J x 21 with 295/35 R 21

Weights:	Curb weight (DIN)	2,235 kg
	Gross vehicle weight rating	2,900 kg
	Maximum trailer weight	3,500 kg
	Maximum draw bar weight	140 kg
	Maximum roof load	100 kg

Dimensions:	Length	4,855 mm
	Width	1,954 mm
	Width with door mirrors	2,165 mm
	Height	1,702 mm
	Wheelbase	2,895 mm
	Track widths	front 1,661 mm
		rear 1,675 mm
	Luggage comp. capacity	670 – 1,780 l (23.6 – 62.8 cu ft)
	Fuel tank capacity	100 l (26.4 gal)

Performance:	Top speed	284 km/h 176 mph
	Acceleration	
	0 – 100 km/h	4.1 s
	0 – 60 mph	3.8 s
	0 – 160 km/h	9.3 s
	0 – 400 m (1/4 mile)	12.4 s
	0 – 1,000 m	22.9 s
Fuel consumption: (NEDC)	Combined	11.5 l/100 km
	Urban	15.9 l/100 km
	Extra-urban	8.9 l/100 km
CO₂ emissions:	Combined	267 g/km
Emissions class:		Euro 6

Status: February 2015