



PORSCHE



## The 2021 Porsche Cayenne GTS and Cayenne GTS Coupe

Press kit

---

## Contents

**Highlights** 4

Summary

**The V8 returns: the 2021 Cayenne GTS models** 6

Engine and performance

**A V8 from Zuffenhausen with its own soundtrack** 9

Chassis and chassis systems

**30 millimeters lower and particularly engaging setup** 13

Design and equipment

**Performance-oriented, exclusive, connected** 16

Comfort & assistance systems

**Intelligent assistance for the driver** 22

History

**Cayenne GTS – a success story since 2007** 25

---

## Highlights

### **Cayenne GTS and Cayenne GTS Coupe**

- **The sportiest Cayenne.**  
The new GTS models sit between the Cayenne S and Cayenne Turbo models and are designed for particularly engaging driving performance.
- **Increased output compared to the predecessor.**  
A four-liter twin-turbo V8 makes 453 hp and 457 lb.-ft. of torque.
- **Thrilling sound.**  
The standard Sports Exhaust System specifically tuned for the GTS delivers a very emotional and distinct sound. A new, centrally positioned Sport Exhaust System with high-frequency tuning was developed for the Coupe, and is available as an option in combination with the optional Lightweight Sport Package.
- **Lower ride height and particularly dynamic tune.**  
Air Suspension including PASM is standard, resulting in a 30 mm lower ride height compared to Cayenne S models. Generously-sized brakes and standard PTV Plus contribute to stable and smile-inducing handling.
- **GTS exterior features.**  
The standard Sport Design package, 21-inch RS Spyder Design wheels and typical GTS black accents ensure a distinctive and particularly sporty appearance.
- **GTS interior features .**  
The vehicle interior is characterized by a unique ambience of exclusivity, featuring standard Sports Seats and numerous Race-TEX and dark aluminum items.
- **Powerfully resharpener.**  
The new Cayenne GTS Coupe has its own personality with a steeply sloping roof line, wider shoulders, panoramic fixed glass roof and adaptive rear spoiler.

---

## Summary

### **The V8 returns: the new Cayenne GTS models**

**Performance and an engaging driving experience: with the Cayenne GTS and Cayenne GTS Coupe, Porsche is complementing its SUV line-up with two new models focused on particularly engaging driving performance. Typical for the GTS models, the powertrain plays a particularly important part: replacing the 3.6-liter V6 twin-turbo engine of its predecessor, a V8 heart now beats under the hood of the Cayenne GTS. With an output of 453 hp (338 kW) and 457 lb.-ft. of torque, the four-liter twin-turbo engine offers significantly improved performance. Both GTS models sprint from 0-60 mph in 4.2 seconds with the optional Sport Chrono package and have a top track speed of 168 mph. A performance-oriented chassis with a lower ride height, unique design and upgraded standard equipment round off the new GTS package for the Cayenne.**

#### **Powerful, efficient, and full of character: V8 engine with new Sport Exhaust System**

**Using the Porsche-developed four-liter twin-turbo V8 engine adopted from the flagship Cayenne Turbo models, the new Cayenne GTS now delivers 453 hp and 457 lb.-ft. of torque. This leads to significantly improved performance. The sprint from 0-60 mph is now 0.6 seconds faster than before with the optional Sport Chrono package. Top track speed has been increased by five mph. At the same time, great importance has been placed on efficiency. Among other things, this has been achieved by the optimally matched Tiptronic S eight-speed automatic transmission, adaptive cylinder control, direct fuel injection with a central injector position and an intelligently designed thermal management system..**

**To match the new car's impressive performance, its specifically tuned Sport Exhaust Systems deliver a fittingly emotional sound. Fitted as standard is an exhaust system with its tailpipes located towards the outside corners of the car's rear fascia, designed to produce a rich sporty sound with a unique character. The optional high frequency-tuned Sport Exhaust System is a**

completely new development. It features two centrally positioned oval tailpipes that are currently available on the Cayenne GTS Coupe exclusively. In the future they will also be available on the Cayenne Turbo Coupe in combination with the optional Lightweight Sport Package.

#### **30 millimeters lower ride height with dynamic damper control**

The chassis setup of the new Cayenne GTS models creates the ideal prerequisites for outstanding lateral dynamics. The standard air suspension includes a 30 millimeter lower ride height compared to the Cayenne S and includes Porsche Active Suspension Management (PASM) for active and dynamic damper control. Porsche Torque Vectoring Plus (PTV Plus) is also fitted as standard. In combination with its standard 21-inch RS Spyder Design wheels, the generously sized cast iron brakes (390 x 38 millimeters at the front, 358 x 28 millimeters at the rear) clamped by red brake calipers, the new Cayenne GTS models bring the agility and spontaneity of a true sports car to the SUV segment. As an option, Porsche Surface Coated Brake (PSCB) with tungsten carbide coating or the Porsche Ceramic Composite Brake (PCCB) are also both available as optional upgrades. Further options include, rear axle steering and the Porsche Dynamic Chassis Control (PDCC) electromechanical roll stabilization system.

#### **Sport Design package and characteristic GTS accents as standard**

The standard Sport Design package creates a unique and exclusive appearance in combination with numerous accents in black. The new Cayenne GTS models are equipped as standard with satin-gloss black 21-inch RS Spyder Design wheels. The LED headlights with Porsche Dynamic Light System (PDLS) feature black surrounds, and the LED tail light bar is also tinted in black. The front air intakes, side window trims, Sports Exhaust tailpipes and the logos on the rear are all finished in Black.

High-quality materials such as Race-Tex on the roof lining, seat centers, center console armrests and doors, as well as brushed aluminum trim in black, underscore the performance-oriented characteristics of the Cayenne GTS models. Standard eight-way Sports Seats,

**exclusively upholstered in Race-Tex for the new GTS models, offer a high degree of lateral support during spirited driving due to the increased height of their side bolsters. GTS logos adorn the doors, door entry sills, tachometer and headrests. Numerous customization options include the GTS interior package, with additional color accents in Carmine Red or Chalk for items such as decorative stitching.**

## **V8 from Zuffenhausen with its own soundtrack**

The return of the V8 engine to the Cayenne GTS models does not just mean an increase in power and torque. The standard Sport Exhaust System has a new tune and underlines the general improvement in performance with its rich V8 sound. The GTS models benefit from the same generation of engine found in the Cayenne Turbo. The twin-turbo V8 was developed by Porsche and is built in the engine plant in Zuffenhausen. In the Cayenne GTS, the four-liter engine delivers 453 hp and transfers up to 457 lb.-ft. of torque to the crankshaft. The current twin-turbo V8 engine generation utilizes a suite of technology that also benefits the new GTS models: equipped with adaptive cylinder control, direct fuel injection with central injector position and an intelligently designed thermal management system, the engines offer the ideal prerequisites for increased efficiency. Like in all Cayenne models, a Tiptronic S eight-speed automatic transmission is standard equipment.

### **Precise throttle response thanks to central turbo layout**

A number of technology highlights are also implemented in the four-liter V8 twin-turbo engine used for the new Cayenne GTS models. The exhaust turbochargers are located inside the cylinder V in a central turbo layout. This arrangement means that the engine has more compact dimensions, allowing it to be installed lower in the car. The shortened exhaust gas paths between the combustion chambers and turbochargers result in more immediate throttle response. The central turbo layout therefore enables the development of more power. The new counter-rotating twin-scroll turbochargers generate high torque at low engine speeds, also improving the responsiveness of the engine. The exhaust gas flows of the turbochargers are continuously fed to the turbine wheel as separate streams, significantly reducing any V8-specific charge cycle disadvantages. The optimized direct fuel injection system is characterized by the central injector position in the combustion chamber. The solenoid-driven high-pressure, multi-hole fuel injectors have seven spray holes. The optimized alignment of the individual

---

spray jets guarantees homogeneous mixture formation. The central injector position and the higher injection pressures also ensure optimum combustion with increased efficiency in all operating states. Furthermore, innovative production methods and materials are used. For example, the weight of the cylinder crankcase was significantly reduced by manufacturing this component by using a sand casting core package process and by using high-strength main bearing covers secured with four bolts. At the same time, the rigidity to cope with the higher power outputs increased. Innovative processes were also used in production, such as an iron-coating applied to the cylinder liners by means of atmospheric plasma spraying. This is an extremely robust coating that is able to withstand high loads and is particularly resistant to liner wear.

With an output of 453 hp (338 kW), the new Cayenne GTS models make more power than their predecessor. Torque has also been increased by 15 lb-ft to 457 lb-ft. In combination with the Sport Chrono package (standard on the Coupe), the new Cayenne GTS and Cayenne GTS Coupe accelerate from 0-60 mph in an impressive 4.2 seconds while using Performance Start, which is included with the Sport Chrono Package, a 0.6-second improvement as compared to its predecessor.

#### **Rich sound with unique character**

A particularly enticing sound has traditionally been a particularly important characteristic of the GTS models. A Sport Exhaust System has been specially developed for the new Cayenne GTS models, acoustically underlining their sporty appearance with a highly emotive sound. The new models are already equipped as standard with a dual-mode Sports Exhaust System, which intensifies the powerful sound of the V8 engine. The exhaust system's design, with its tailpipes located at the outer corners of the rear of the car, focuses on achieving a sporty and rich sound with a unique character. This sound is intensified both Sport and Sport Plus modes, with a sonorous burbling on overrun. The Sports Exhaust System can also be activated in the "Car" menu via the Porsche Communication Management (PCM).

---

The twin-branch Sport Exhaust System has a modified, large-volume rear muffler and, compared to the Sport Exhaust System available on the other Cayenne models, the standard Sport Exhaust Systems of the GTS models have additional features that further differentiate them. This includes targeted reduction of sound deadening material, mainly in the rear, to intensify the exhaust note audible from the cabin. The standard Sport Exhaust System features twin tailpipes finished in high-gloss black located at the outer left and right sides, thereby also visually ensuring the sporty appearance of the Cayenne GTS models.

#### **Centrally located Sport Exhaust System for the Coupe with Lightweight Sport Package**

The perception of engine and exhaust sound differs between the Cayenne GTS and Cayenne GTS Coupe due to their different interior architectures and interior volumes. Details such as the differences in the design of the luggage compartment cover (Cayenne GTS: variable, Cayenne GTS Coupe: fixed) also influence the sound experience. In addition, a Sport Exhaust System with centrally located oval tailpipes has been developed for the Cayenne GTS Coupe. This new exhaust system is available only in combination with the Lightweight Sport Package and will be also be offered in the future on the Cayenne Turbo Coupe and Cayenne Turbo S E-Hybrid Coupe.

The Sport Exhaust System, with its centrally positioned tailpipes, has a fundamentally different design to the exhaust system that has its tailpipes located at the outer sides. The two exhaust tracts of the cylinder banks are separate from each other over the entire path from the center muffler through to the rear muffler and exhaust gas outlets to the open air. The central position of its tailpipes is a characteristic feature of the new exhaust system. In the case of the Sport Exhaust System that has its tailpipes positioned at the outer sides, the openings are located correspondingly on the left and right. There is a continuously adjustable flap in the main left and right tracts located just upstream of the main muffler. These flaps are controlled via engine speed and load maps. A bypass branches off from the main tract before the flaps, which ends in a chamber of the main muffler. Perforated inner floors divide these chambers into three areas through which the exhaust gas flow is routed before it returns to the main tract and is then discharged to the outside. Depending on the position of the flaps, either all of the exhaust gas

**flow or a defined proportion passes through the main tract or bypass and muffler. This results in a clearly differentiated sound pattern. The high-frequency tuning comes from the world of motor sports and ensures a differentiated and unique sound experience.**

**The differences in the sound of the standard Sport Exhaust System compared to that of the centrally located Sport Exhaust System, which comes in combination with the optional Lightweight Sport Package, can be most appreciated when driving under high load and at higher engine speeds (in Sport or Sport Plus modes).**

## **30 millimeters lower and an especially sporty setup**

The latest chassis technology provides the basis for outstanding handling characteristics with the new Cayenne GTS models. As in all Cayenne models, the active all-wheel drive Porsche Traction Management (PTM) system distributes power between the front and rear axles via an electronically and map-controlled multi-plate clutch. Driving conditions are monitored continuously in order to react to different driving situations. Among other things, sensors monitor the rotational speeds of all four wheels, the longitudinal and transverse acceleration of the vehicle as well as the steering angle, with the system adapting the distribution of power accordingly. The GTS models are equipped as standard with a standard air suspension and Porsche Active Suspension Management (PASM) dampers. The PASM active damper control system has been given an even sportier setup and is specifically tuned for the Cayenne GTS models. In combination, the two suspension components lower the vehicle by 30 mm as compared to a Cayenne S. The slightly lower center of gravity also contributes positively to the outstanding lateral dynamics of the vehicles.

Porsche Torque Vectoring Plus (PTV Plus), also standard, ensures direct and dynamic steering behavior and always offers optimum traction when accelerating out of corners. The standard cast iron brakes with red brake calipers are matched to the longitudinal and lateral dynamics potential of the new Cayenne GTS models and are correspondingly generously-sized and powerful. On the front axle, six-piston aluminum calipers squeeze 390 mm discs to ensure optimum deceleration. At the rear, 358 mm discs and four-piston aluminum calipers are fitted as standard, marking an increase of 28 mm compared to the rear brakes of the Cayenne S. The new Cayenne GTS models are equipped, again as standard, with 21-inch RS Spyder Design wheels with Black satin gloss painted finish – with 285/40 tires at the front and 315/35 at the rear.

**Air suspension, rear axle steering, PDCC, PSCB and PCCB on the options list**

Both driving performance and comfort can be optionally enhanced even further. For example, rear axle steering provides greater agility and stability, thereby enabling Cayenne GTS models to steer more immediately and build up lateral acceleration even earlier. Rear axle steering contributes to further improved stability at high speeds and increased comfort in everyday driving thanks to it reducing the car's turning radius from 39.7 feet to 37.8 feet. The axles steer in opposite directions at speeds of up to approximately 49 mph, which not only ensures significantly higher agility and steering precision, but also makes maneuvering easier. At higher speeds, both axles steer in the same direction, contributing to even greater driving stability – for example when changing lanes on the highway at high speed. Maximum steering angle on the rear axle is three degrees.

Porsche Dynamic Chassis Control (PDCC) active roll stabilization significantly increases the spread between driving comfort and performance. It operates with a 48-volt system and is capable of adjusting the torsional stiffness of the anti-roll bars on the front and rear axles in milliseconds in order to actively stabilize the car's body.

The new Cayenne GTS models can also be equipped with the Porsche Surface Coated Brake (PSCB). Thanks to a thin tungsten carbide coating on the brake discs, this offers faster response, and up to 90 percent less brake dust compared to conventional grey cast iron brakes. Characteristic of PSCB are brake calipers painted in white. For particularly dynamic drivers, Porsche also offers the Porsche Ceramic Composite Brake (PCCB), which has been tried and tested on the race track. In this case, ten-piston aluminum brake calipers, finished in Yellow, go with 440 mm internally vented ceramic composite discs. At the rear, PCCB combines four-piston aluminum calipers and 410 mm brake discs.

---

Design and equipment

## **Performance-oriented, exclusive, connected**

The new Cayenne GTS models underline their sporty and exclusive character through a number of specific equipment features. Characteristic GTS ingredients include the Sport Design package and many Black accents on the exterior as well as concentrated Race-Tex and aluminum items in the interior.

The front end of the new Cayenne GTS models is characterized by its standard Sport Design front fascia with black air intakes, creating a sporty and distinct look. Standard LED headlights with black surrounds include the Porsche Dynamic Light System (PDLS) and are harmoniously integrated into the front end. Compared with the previous Cayenne GTS, the wheels fitted on the new one are one inch larger as standard (21 inches compared to 20 previously). In combination with the exterior-color wheel arch extensions, the 21-inch RS Spyder Design wheels in satin-gloss Black underline the new cars' muscular looks. The red calipers of the standard braking system, side window trims in high-gloss Black, Sport Design side skirts painted to match the rest of the exterior and the GTS logo in Black on the front door sills, round off its overall appearance.

With its steeply falling roof line with flow-through rear spoiler, the rear end of the Cayenne GTS Coupe differs fundamentally from that of the Cayenne GTS. The Coupe also features an adaptively extending roof spoiler with spoiler lip. The characteristic Porsche light bar is also a central feature of the rear end design on both Cayenne GTS models. This is dark-tinted like the front headlights and therefore integrates harmoniously into the cars' overall appearance. To match this, the model logo on the boot lid is also finished in matt Black. Thanks to a unique Sport Design rear bumper and diffuser, the back of the new Cayenne GTS models now boasts an even more powerful appearance. Their dynamic looks are finished off thanks to a standard Sport Exhaust System, the Black sports tailpipes of which exit at the outer corners of the rear of the car.

### **Aluminum, Race-Tex and contrasting stitching in Carmine Red or Chalk**

The sporty and exclusive look of the exterior is also continued in the cabin of the new Cayenne GTS models. The stainless steel door entry sills feature the model logo in Black.. The Black brushed aluminum standard interior package provides a sporty contrast and creates a high-quality impression. The new Cayenne GTS models also feature, as standard, an interior trimmed in Black leather and Race-Tex, with the latter being used to trim the seat center panels, center console armrests, doors, roof lining and door trim panels.

The analogue tachometer is finished in Black and features the GTS logo while the multifunction sports steering wheel with shift paddles is also on the standard equipment list. GTS front sports seats with electric eight-way adjustment offer optimal lateral support during dynamic cornering. Adaptive sports seats with electric 18-way adjustment or 14-way electrically adjustable comfort seats are also optionally available. The comfort seats can also be specified with an optional massage function. The standard GTS logos on the headrests and on the outer rear seats additionally underline the exclusivity of the new models.

The GTS interior package is also available as an option, which offers an even more exclusive touch. In this, the GTS logo on the headrests and the decorative stitching on the seats, center console, dashboard, door shoulders as well as the seat belts are in Carmine Red or Chalk. A contrasting color tachometer is available as a separate option. Even more extensive Race-Tex than is standard is also optionally available. The fabric is then used on the grab handles of the center console and doors and on the car key pouch, for example. A heated multifunction sports steering wheel, with an Race-Tex rim, can also be ordered.

### **Emotive and independent: the new Cayenne GTS Coupe**

The new Cayenne GTS Coupe differs fundamentally from the Cayenne GTS and is marked out by its lower A-pillar and windshield, a roofline that slopes steeply to a flow-through roof spoiler at the car's rear, as well as its adaptively extending roof spoiler with spoiler lip. The two models also differ in that the Cayenne GTS Coupe benefits from additional standard equipment,

underlining its sporty qualifications as the Coupe derivative. Among other things, its list of standard equipment includes the Sport Chrono package with Mode switch and Sport Response button, which delivers a selection of driving modes, enhanced driving dynamics and even more immediate responses. Power Steering Plus, which reduces the necessary steering effort when maneuvering and at lower speeds, is also fitted as standard to the GTS Coupe, as is front and rear Park Assist.

With the exception of the front end of the car, all its body components have been newly developed for the Cayenne Coupe. The significantly steeper slope of roofline to the rear makes the Coupe variant of the Cayenne appear even more dynamic and positions it as the sportiest-looking model in the segment. This effect is supported by a fixed roof spoiler, which accentuates its distinctive Coupe silhouette. The front windshield and A-pillar are lower than in the Cayenne, courtesy of a roof leading edge that has been lowered by around 20 mm. Newly designed rear doors and fenders broaden the shoulders of the vehicle by 18 mm, contributing to its muscular lines. Its license plate is integrated into the bumper, making the car seem closer to the ground. Fitted as part of Porsche Active Aerodynamics (PAA), an adaptive, extending rear spoiler ensures that the Cayenne Coupe always delivers maximum driving stability, even at higher speeds. A large fixed glass panoramic roof is also standard and gives passengers an extraordinary sense of space. The rear seats of the Cayenne Coupe has a single-seat design, offering space for two people. Alternatively, the three-seat design familiar from the Cayenne is available. Rear passengers in the Coupe sit 1.18 inches lower than in the Cayenne, helping to offset a loss in headroom resulting from the lower roofline.

A contoured carbon roof is available as an option on the Cayenne Coupe, part of the three Lightweight Sport Packages that further enhance performance by significantly reducing the vehicle's weight. In addition to the carbon roof, which alone saves 46 lbs compared with the standard fixed glass panoramic roof, the 22-inch GT Design wheels are also a visual highlight of the Lightweight Sport Packages. Thanks to their lightweight aluminum design and forged milling technology, each wheel weighs around 4.4 lbs. less than similar alloy wheels of the same

size. In the interior, the package includes fabric seat center panels with a classic Houndstooth pattern. A new Sport Exhaust System has also been developed for the Cayenne GTS Coupe, featuring centrally positioned oval tailpipes and high-frequency tuning. This will also be available for the Cayenne Turbo Coupe and the Cayenne Turbo S E-Hybrid Coupe in future.

#### **Intelligent Porsche Advanced Cockpit with extensive connectivity**

The two new Cayenne GTS models feature an intuitive display and operating concept, the Porsche Advanced Cockpit. Like on all Cayenne models, the instrument cluster features the central tachometer flanked by two seven-inch full-HD displays. The driver can control all key functions via three core components: the 12.3-inch full-HD touchscreen of the Porsche Communication Management (PCM) system, the multifunction steering wheel to control the on-board computer, and the touch-sensitive Direct Touch Control function in the center console to interact with selected functions. Mobile phones that support the Qi standard can be charged wirelessly in the optional smartphone tray. There are also four USB-C ports in the vehicle: two in the center console and two in the rear seat area.. The advantages of these are multifunctionality, anti-twist connectors and fast data transfer rates. The USB ports are also illuminated, making them easier to find in the dark. Wireless use of Apple® CarPlay is also available, which makes individual iPhone® functions and apps available in the Porsche Communication Management (PCM) system.

The Cayenne GTS and Cayenne GTS Coupe are equipped as standard with a hi-fi sound system with 10 loudspeakers and 150 watts total output power. A BOSE® surround sound system is available as an option: with 14 loudspeakers and a separate subwoofer, 14 amplifier channels and a total output of 710 watts, this system delivers true clarity of sound to all five seats. The top-of-the-range system is the Burmester® 3D High-End Surround Sound System, featuring the new Auro 3D® format, which creates a realistic concert hall atmosphere within the car. It boasts 21 loudspeakers with a two-way center system, an active 400 watt subwoofer and a total output of 1,455 watts.

All Cayenne models offer full connectivity. The wide range of connectivity options are part of the Porsche Connect Plus infotainment package, which is included in the car's standard equipment. This means that drivers can access numerous services through the Porsche Communication Management (PCM) system. The PCM includes online navigation with real-time traffic information via the Here Cloud as standard. 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 bar of the PCM. This enables destination searches using simple terms. The finder also provides a wide range of additional information, such as fuel prices, available car parks including prices and opening times, along with user reviews for hotels and restaurants. Voice input of navigation destinations is just as simple using Voice Pilot. Thanks to online speech recognition, voice commands can be performed intuitively. For example, a navigation destination can be entered without specific address details. The system understands more than 100 commands in total – from navigation functions to music control and through to vehicle functions, such as air conditioning and seat heating. Route calculation for navigation takes place at the same time both online and internally in the PCM. The PCM independently decides which navigation system has calculated the optimal route, but always starts with the result that was calculated fastest.

Destinations are easy to create before a journey, not only in the PCM, but also using the Porsche Connect App on a smartphone or away from the vehicle via the My Porsche online platform. The destinations are synchronized once the driver has been identified by entering their Porsche ID in the vehicle, the app and the My Porsche web portal.

## **Intelligent assistance for the driver**

Equipped with a host of innovative assistance systems, the new Cayenne GTS models make the driver's life easier and provide support in many situations. For example, they come with a predictive pedestrian protection system as standard. The system provides a visual and acoustic warning when a pedestrian or cyclist is in the collision area and, if the vehicle is moving towards a person too quickly, the system also performs a braking jolt. If the driver then presses the brake, braking force is increased if necessary. If the driver does not react, the system automatically initiates emergency braking. The front and rear Park Assist with reversing camera (standard on all Cayenne Coupe models) provides visual and acoustic information to the driver when maneuvering and parking. Park Assist with Surround View is available as an option. This system calculates a 360-degree view from four individual cameras, thereby helping when parking and maneuvering. The LED headlights, which include the Porsche Dynamic Light System (PDLS), ensure optimum visibility when driving at night. The headlights and LED tail light bar are black-tinted as standard on the GTS models, but this does not affect their performance.

Comfort can be increased even further with the optional LED matrix headlights with Porsche Dynamic Light System Plus (PDLS Plus). Visibility at night can be optimized by means of the optional Night Vision Assist system, which detects pedestrians, deer, and other large wildlife and displays them on a screen in the instrument cluster. Pedestrians within critical range are highlighted in red, and the driver receives an audio/visual warning.

Porsche InnoDrive with adaptive cruise control is a particularly forward-looking feature for driving both during the day and at night: using navigation data, it calculates the optimal acceleration and deceleration values for the next 1.8 miles, and activates them via the engine, Tiptronic S eight-speed automatic gearbox as well as the braking system. In doing so, the

electronic co-pilot automatically takes into account bends, gradients and speed limits, detecting the traffic situation using radar and video sensors and adjusting the control process accordingly. When Sport mode is activated, InnoDrive switches to a more dynamic map. Developed by Porsche, InnoDrive improves efficiency and comfort. Vehicle functions such as coasting, trailing throttle fuel cutoff and braking interventions are controlled in a fuel-efficient manner based on the predictive navigation data.

The automatic distance control of the adaptive cruise control is available above 19 mph. Thanks to its stop-and-go function, the vehicle is able to resume motion automatically even after braking to a standstill. If the car is stopped for longer than three seconds, a brief touch on the accelerator pedal or resumption via the control stalk is needed to continue.

The optionally available head-up display projects all relevant driving information directly into the driver's field of vision in full color. It is discreetly integrated into the dashboard directly in front of the windshield and the display appears to be roughly 7.5 feet away, directly in the driver's field of vision. The height, brightness and rotation angle of the display can be adjusted and settings are configured in a separate menu in the Porsche Communication Management (PCM) system. Drivers can choose from a range of information to be projected onto the windshield, such as from the navigation system, assistance systems or warnings and other events. The display area is split into six different sections and drivers can choose from four different presets, each of which displays a range of vehicle information.

### History

## **Cayenne GTS – a success story since 2007**

The three letters GTS first made a name for themselves in 1964 with the victory of a Porsche 904 Carrera GTS in the legendary Targa Florio. Today, they stand for an extra helping of sportiness in combination with customarily high levels of comfort. The second generation of the

first Porsche Cayenne also included a GTS variant, characterized by its extra power over the S model, eye-catching special colors and black accents. An attractive offering positioned between the S and Turbo models is therefore also now available in the current generation.

The GTS has established itself as the sportiest Cayenne derivative over the years. The first Cayenne GTS (internal designation E1 II), which was presented at the IAA in Frankfurt in 2007, was equipped with a V8 engine with an adapted intake system and delivered 405 PS. Thanks to its adapted chassis characteristics, the first Cayenne GTS already featured significantly improved longitudinal and lateral dynamics and GTS enthusiasts remember to this day its distinctive looks and rich V8 sound. A Porsche Design edition limited to 1,000 vehicles was launched only a short time later with the Cayenne GTS PDE 3 (E1 II), which featured a special color scheme and a particularly exclusive appearance inside and out. In 2012, the second generation of the Cayenne GTS (E2) was presented in Beijing. With 420 PS, it delivered more power and accelerated from 0-60 mph in only 5.4 seconds, setting new standards in the SUV segment. Alongside its performance, this GTS also impressed with its exclusivity. For example, the contrasting color GTS package ensured an especially high-quality interior look.

The Cayenne GTS (E2 II) presented in Los Angeles in 2014 was equipped for the first time with a V6 engine. The biturbo engine delivered 20 PS more than its predecessor as well as 73 lb-ft more torque. At 4.8 seconds from 0-60 mph with the optional Sport Chrono Package (4.8 seconds without the Sport Chrono Package), it was again faster than its predecessor. Visually, the Cayenne GTS has a sporty and completely unique appearance with its Black design elements.

With the current generation, two Cayenne GTS derivatives are now being launched: the Cayenne GTS and, for the first time, the Cayenne GTS Coupe. Both vehicles impress with outstanding lateral dynamics and continue the success story of the Cayenne GTS models. Equipped with a four-liter V8 twin-turbo engine, both GTS models boast a rich exhaust note as well as more power and torque. This has a positive effect on performance, which has been enhanced once

**again. Visually, the new GTS models benefit from the design language of the current Cayenne generation, which is further sharpened by the GTS-specific equipment items.**