



PORSCHE



The new Cayenne
Press Kit

Contents

Engine, transmission and all-wheel drive	3
Enhanced performance, quicker shifts from new powertrains	
The chassis of the new Porsche Cayenne	5
Optimum balance between performance and comfort	
Design and body	7
Lightweight construction with sports car genes	
Ergonomics and comfort	8
More space for increased comfort and driving pleasure	
Infotainment and connectivity	9
Your personal Cayenne	
Assistance systems	11
Comprehensive systems increase comfort	

Porsche Engine, transmission and all-wheel drive

Enhanced performance and faster shifting with newly developed powertrains

The third-generation and torque than the respective predecessor model with Cayenne features a new range of six and eight-cylinder turbocharged engines that debuted in the Panamera. Each has a smaller displacement but delivers more power improved output and responsiveness.

Under the hood of the standard model lies a 3.0-liter turbocharged V6 with 335 hp (250 kW) and 332 lb-ft of torque. The Cayenne S uses a twin-turbo 2.9-liter V6 with 434 hp (324 kW) and 405 lb-ft of torque. Finally, the Cayenne Turbo has a twin-turbo 4.0-liter V8 that makes 541 hp (404 kW) and 567 lb-ft of torque. In each instance, the engine offers an increased specific output as compared to the engine it replaces to offer significantly improved driving performance. The new engines feature turbochargers that sit inside the cylinder V, leading to smaller dimensions, a deeper position inside the vehicle and ultimately, a lower center of gravity. This configuration also shortens exhaust paths from combustion chamber to turbocharger, improving engine responsiveness and quickening power build-up.

The Cayenne accelerates from zero to 60 mph in 5.9 seconds (or 5.6 seconds with the Sport Chrono Package), and achieves a top track speed of up to 152 mph. The Cayenne S, which can achieve a top track speed of up to 164 mph, is capable of reaching 60 mph from a standstill in just 4.9 seconds (or 4.6 seconds with the Sport Chrono package). At 3.9 seconds (Sports Chrono: 3.7 seconds), the Cayenne Turbo surpasses even the previous Cayenne Turbo S in this respect. The new elite model reaches a top track speed of 177 mph.

Sporty and more responsive: The new eight-speed Tiptronic S

The new transmission offers both fast shifting speeds and smooth starting characteristics. It also reduces traction interruption during gear changes as compared to the transmission in the previous Cayenne. New sun gear and planet gear sets result in a wider gear spread where first gear to be shorter than in the predecessor model, and eighth gear to be longer. All Cayenne models achieve top track speed in sixth gear. The seventh and eighth gears, along with the coasting function, aid efficiency and comfort during high speed driving. The auto start/stop function has also been subject to further development, and now switches off the engine as the car coasts to a stop.

The new transmission can transfer very high torque even at start-up and in motion, which has benefits for towing. First gear is also shorter compared to the previous transmission model. This allows makes sensitive throttle application easier at low engine speeds, which is also a significant advantage off-road.

Drive modes ideal for performance on- and off-road

New, clearly differentiated driving modes enable the driver to benefit from the transmission tuning. In “Normal” mode, the automatic transmission upshifts quickly and smoothly to save fuel. In “Sport” mode shifts quicken and the transmission prioritizes acceleration. Models equipped with the optional Sport Chrono Package also gain “Sport Plus” and “Individual” drive modes as well as a mode switch on the steering wheel. Sport Plus mode calibrates chassis systems for performance, sinks the air suspension to the lowest level and – on the Cayenne Turbo – adjusts

the angle of the roof spoiler for optimum downforce. It also unlocks “Performance Start” for optimum acceleration from a standstill.

The Sport Response button in the center of the mode switch unlocks the maximum performance of the engine and the transmission for overtaking maneuvers for a period of 20 seconds. The instrument cluster shows the driver how long the Sport Response function will remain active via a countdown timer. The performance boost is available as often as required. The driver can also manually deactivate the Sport Response function by pressing the button again.

As in sports cars, the Sport Chrono Package also includes the separate PSM Sport mode. In a safe environment, ambitious drivers can take the Cayenne closer to its limits in this setting. PSM remains active in the background. PSM Sport is available in Normal, Sport, Sport Plus and Individual modes.

The Cayenne also comes with terrain-specific off-road drive modes that are accessible through the PCM system: Mud, Gravel, Sand, and Rocks. Engine idle speed, shift programming, torque distribution, Porsche Traction Management (PTM) and Porsche Stability Management (PSM) all adjust based on the selected mode. With the relevant equipment intact, the modes also adjust the air suspension, PASM damper system, Porsche Dynamic Chassis Control (PDCC) anti-roll bars and rear axle steering.

The Cayenne defaults to road-oriented settings. If the driver enters easy off-road terrain, such as a gravel road or a wet grass field, he can select the “Gravel” mode. For deeply rutted or muddy roads, the driver can use the “Mud” setting. The car also has a mode for sand and a “Rock” option for the hard and uneven surfaces found in rugged terrain. When combined with the optional Off-road Package, the menu offers additional displays for the steering angle, transverse gradient and longitudinal incline to assist the driver. If the vehicle is equipped with Surround View, a Top View function is also available that shows the vehicle within its surroundings.

Active Porsche Traction Management (PTM) for all models

In all new Cayenne models, Porsche now uses Porsche Traction Management (PTM) all-wheel drive, with an electronically and map-controlled multi-plate clutch. With its broad spread of torque distribution, the active hang-on all-wheel drive system offers huge advantages in driving dynamics, agility, traction and off-road capability. During off-road driving, the system uses fully variable torque distribution between the axles to ensure maximum propulsion at all times.

The new Cayenne offers the same high level of off-road capabilities as its predecessor. Combined with the optional three-chamber air suspension, ground clearance can increase to 9.4 inches, a ramp angle of over 21 degrees, and a fording depth of 20.6 inches. Systems such as the Porsche Dynamic Chassis Control (PDCC) electromechanical anti-roll bars and the Porsche Torque Vectoring Plus (PTV+) differential lock on the rear axle offer benefits when off-roading.

The optional Off-Road Package protects vital vehicle components during tough off-road driving. Additional off-road-specific information in the PCM and the compass display on the dashboard round off the package.

The chassis of the new Porsche Cayenne

New axle concept with sports car genes

An aluminum front axle with a separated link design replaces the double wishbone axle of the previous Cayenne. The old chassis sub frame, which was constructed of steel and attached to the body using rubber bearings, is also gone. In its place, an aluminum auxiliary frame now stiffens the axle construction and supports the engine via integrated bearings. There are two major benefits to the new axle concept. First, it contributes to the total vehicle weight reduction of up to 143 lbs. Second, it helps to optimize steering response, steering precision, and straight line driving. The new axle layout also eliminates vibrations caused by wheel imbalance and powertrain influences almost entirely.

The Cayenne and Cayenne S continue to use a multi-link suspension with lightweight steel links and steel springs as standard. In combination with the adaptive air suspension, which is standard equipment with the Cayenne Turbo, aluminum forged links are used at the rear. The responsiveness of the dampers and spring comfort improve thanks to the separated spring-damper arrangement on the spring links and the almost perpendicular damper arrangement. The optimized elastokinematics enhance agility, handling precision, and ride comfort. The use of a rear axle steering system in this car for the first time is one of the key factors in the redesign of the rear axle.

World premiere of the Porsche Surface Coated Brake

In the new Cayenne, Porsche is launching an innovative new braking technology: The Porsche Surface Coated Brake (PSCB). At the core of this new technology are discs with an exceptionally hard tungsten-carbide coating and specially developed brake pads. Compared to conventional cast iron brakes, the rotors generate up to 90 percent less brake dust. The increased friction values of the brakes also offer improved responsiveness. As with the Porsche Ceramic Composite Brake (PCCB), which is still available as an option, the PSCB uses ten-piston calipers at the front and four-piston calipers at the rear with white calipers to emphasize the brake dust reduction.

A side effect of the new technology is the unique appearance of the coated discs. After an initial period of day-to-day driving, the pads polish the surface, creating a mirror-like finish. PSCB is included as standard on the Cayenne Turbo, and is available as an option for the Cayenne and Cayenne S models in combination with 20-inch and greater wheel sizes.

Larger wheels – now available with staggered tires for the first time

The new Cayenne is more of a sports car than ever before. The increased focus on performance is evident in the staggered tires – fitted on this model line for the first time – as well as a new generation of wheels and tires in dimensions ranging from 19 to 22 inches. The options now range from sizes 255/55 (front) and 275/50 (rear) on 19-inch wheels to 285/40 (front) and 315/35 (rear)

on wheels with a 22-inch diameter. Staggered tires enhance agility, stability and driving dynamics, while the larger tire size and adjusted air pressures also boost comfort.

New generation of active control systems boosts versatility

Based on the new basic chassis design, Porsche has developed a virtually brand-new generation of active chassis systems for the Cayenne. The only exception is the Porsche Active Suspension Management (PASM) damper system, which Porsche revised for the new model. Depending on the road conditions and driving style, the PASM actively and continuously regulates the damping force for each wheel individually.

The first Cayenne with rear axle steering

For the first time, the Cayenne is available with rear-axle steering as an option. At speeds of up to approximately 49 mph, the axles steer in opposite directions. This feature improves vehicle agility and makes maneuvering easier. For example, rear-axle steering reduces the turning radius from 39.7 feet to 37.8 feet. At higher speeds, both axles steer in the same direction, improving stability at high speeds. The maximum steering angle used on the rear axle is three degrees.

More responsive: Electromechanical roll stabilization

Porsche Dynamic Chassis Control (PDCC) active roll stabilization now uses electromechanical actuation instead of electro-hydraulic actuation of the preceding model for quicker responsiveness. The new 48-volt system is capable of adjusting the torsional rigidity of the anti-roll bars on the front and rear axles in milliseconds, actively stabilizing the vehicle. The design features an anti-roll bar divided in two, with the halves joined by a pivot motor. Depending on the car's roll angle, the motor rotates the two halves in opposite directions, keeping the vehicle upright. The electromechanical system is also more compact and requires less energy than the previous version of PDCC.

In the Cayenne's off-road modes, the 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 also means that the replication effects of the anti-roll bar are reduced to zero, and the spring and wheel movements are independently damped.

Adaptive three-chamber air suspension for greater comfort and sporty performance

The new adaptive air suspension uses three air chambers for each spring strut rather than a single one. This enables the air suspension system to work at an exceptionally wide range of spring rates. For maximum comfort, the chassis is set to a very low basic spring rate. If strong pitching or rolling motion occurs, the system immediately switches to a higher spring rate for additional stabilization.

In addition to the normal level, five further vehicle levels are available. With the exception of the loading level, these are set automatically depending on the driving situation and the selected driving mode. Regardless of the automatic setting, the driver can manually set the desired level via the PCM at any time, with the exception of the "Deep" setting, which the vehicle activates at

speeds above 130 mph. This setting improves stability and reduces drag at high speeds. Depending on the mode, ground clearance while driving varies between 9.6 and 6.3 inches. An exceptionally low loading level is available by pressing a button in the luggage compartment. This mode is available only when the vehicle is stationary. The new three-chamber air suspension is standard equipment in the Cayenne Turbo and is available as an option in the other models.

Porsche 4D Chassis Control connects and manages all active chassis systems

With Porsche 4D Chassis Control, the new Cayenne is the first model to deploy a central control system capable of networking all the systems within the vehicle. Previously, the Cayenne's chassis systems used their own sensors and responded to the behavior of the other chassis systems individually. With 4D Chassis Control, the system centrally analyzes longitudinal, transverse and vertical acceleration. The optimum vehicle condition information is calculated from the results and provided to all relevant systems. The fourth dimension is the provision of information in real time.

Design and body

Lightweight construction with sports car genes

A Porsche Cayenne is instantly recognizable, and the new generation has developed and enhanced this unmistakable identity. The new, but familiar exterior design strongly reflects Porsche brand identity, and underlines the ambition of the Cayenne to be the sportiest vehicle in its class. With an exterior length increased by 2.4 inches without any change to the wheelbase (114 inches) and a roof height reduced by 0.35 inches compared with its predecessor, the elegant, streamlined impression of the Cayenne, which is 193.7 inches long and 78.1 inches wide (excluding mirrors), has been noticeably enhanced.

Lightweight construction and active aerodynamics

In designing the new Cayenne body, Porsche applied the same lightweight construction principles that it uses in its sports cars. The main premise behind this approach is to use the right material in the right place. Areas subjected to lower levels of stress use aluminum extensively. For instance, the outer shell of the new Cayenne is made completely of aluminum, including the roof, floorplan assembly, front section, doors, fenders, engine compartment lid and luggage compartment lid.

The body is up to 297 lbs. lighter, although an increase in standard equipment partially offsets that savings. In spite of this, the Cayenne S, for example, weighs 143 lbs. less than its predecessor does. Compared to the equivalent model from the first generation back in 2002, the new model is roughly 10 percent lighter. The innovative lithium-ion-polymer starter battery – which weighs 22 lbs. less than comparable traditional lead batteries – makes a further contribution to the weight savings.

Cayenne Turbo featuring adaptive roof spoiler and air brake – a world first in its segment

The new Cayenne Turbo heralds the arrival of Porsche Active Aerodynamics (PAA) in the SUV segment. As in the 911 Turbo, the spoiler adapts the aerodynamics and downforce to suit current

driving conditions. In its initial position, the spoiler is a seamless continuation of the roof contour and forms a shape that optimizes the flow of air over the Cayenne. Above speeds of 99 mph, the roof spoiler tilts by six degrees into the performance position, increasing the stabilizing force on the rear axle up to maximum speed. If the driver switches to Sport Plus mode, the spoiler changes to a 12.6-degree position that increases the road holding of the tires for even sportier dynamics on fast bends. If the optional panoramic roof system is open, the spoiler adjusts to an angle of 19.9 degrees at speeds in excess of 99 mph, helping to balance out air turbulence. The fifth position – “Airbrake” – is spectacular and effective. When the vehicle brakes rapidly at speeds between 105 mph and 167 mph, the spoiler panel extends to a 28.2-degree position. The spoiler functions as an “air brake,” which acts to increase the pressure on the rear axle and boost stability during braking.

Active cooling air flaps and air curtain for all Cayenne models

Active cooling air flaps are standard equipment for all Cayenne models. This technology resolves the conflict between providing the necessary cooling and optimal aerodynamics. When closed, the flaps reduce air resistance and open only when the need for cooling increases. Active flaps regulate the flow through all cooling air openings, and operate independently. Another innovation is the “air curtain,” which allows the air to escape from the wheel arches in front of the wheels in a targeted manner, while also accelerating it. This reduces the air turbulence that normally occurs around the wheels. The lateral air intakes at the front of the car are equipped with air blades, which direct even more of the flow into the air intakes.

The underbody of the new Cayenne is almost completely covered. This design feature improves airflow under the car, which in turn optimizes the aerodynamic performance. In the Cayenne and Cayenne S, the new fixed roof spoiler runs in a straight line, and is almost completely finished in the vehicle color.

Ergonomics and comfort

More space for increased comfort and driving pleasure

As in every Porsche, the driver and passengers sit low in the vehicle rather than in the typical high-up position found in most SUVs. The interior prioritizes driver ergonomics. As in the Porsche 911, the Cayenne has a rising center console. More than just a design element, it provides the shortest and most ergonomic path from the steering wheel to the most important vehicle functions. The multifunction steering wheel follows the same principle.

The Cayenne features increased spaciousness and comfort throughout. For example, the seats are finished in leather as standard in all models. This means that the seat centers, seat bolsters and center headrest strips are finished in leather at the front and back. The steering wheel, gear selector, armrests in the doors and the center console are also finished in leather.

New adaptive sports seats based on sports car design

The Cayenne Turbo features a new generation of adaptive sports seats that are more sports-car-like than ever before. The headrests integrate into the seatback as a single unit. The top-of-the-

range seat is standard in the Cayenne Turbo, and available as an option in all other models. If an owner selects the sports seats, the rear seats are finished in the same look, and also receive the raised side bolsters.

The standard seat in the Cayenne and Cayenne S is the comfort seat, featuring eight-way electric adjustment. The seat offers secure lateral support for sporty drivers and comfort on longer journeys. The class-leading, high-quality seats are partially finished in leather as standard on all models: The seat centers, seat bolsters and center headrest strips are finished in leather at the front and back. Comfort seats with 14-way adjustment, which can be equipped with seat heating, are also available as an option.

Generous rear with variable luggage compartment

The rear seat system has a length adjustment range of up to 6.2 inches, and offers 10 adjustment positions in two-degree increments from 11 to 29 degrees for the split backrest. The rear seats also feature a cargo position, with the backrest in an almost vertical position to increase the luggage compartment volume by up to 3.5 cubic feet compared to the previous model. If even more space is required, the backrests can fold forward asymmetrically to create a flat loading floor. The luggage compartment can be adjusted to provide a volume of between 27.1 cubic feet and 60.3 cubic feet (Cayenne Turbo: 26.3 cubic feet to 59.3 cubic feet) at the maximum usable space.

The Comfort Access adds keyless entry and makes it possible to open the tailgate with a small foot movement underneath the rear bumper. For security reasons, this function is only active if the system is simultaneously able to identify the vehicle key. The Comfort Access also enables keyless unlocking and locking of the vehicle.

New: Thermally and noise insulated glass

Newly available, optional thermally and noise insulated glass reflects infrared radiation and reduces the level of outside noise in the cabin. This reduces cabin heat from direct sunlight, blocks almost 100 percent of UV rays, which helps protect interior materials in regions with intense sun exposure.

Infotainment and connectivity

Your personal Cayenne

Originally developed for the Panamera and overhauled for use in the Cayenne, the instrument cluster features the traditional Porsche central tachometer flanked by two seven-inch displays. The driver can control all key functions via three core components: The full-HD touch display of the Porsche Communication Management (PCM) system, the multifunction steering wheel to control the on-board computer, and the touch-sensitive Direct Touch Control in the center console to interact with selected functions.

New PCM as an intelligent control center

The 12.3-inch PCM display is similar to a tablet. Customers can create a home screen with their preferred functions, such as favorite radio stations, navigation destinations, favorite phone numbers or activation of the sports exhaust system. On the right-hand side of the screen, an info widget can be selected to enable access to other PCM functions. Thus, for example, the navigation feature can be displayed in the center of the screen while the call function is also visible on the right. Up to six individual profiles can also be configured. As well as a large number of interior settings, a profile is used to store specifications for lights, driving programs and assistance systems.

The new PCM responds before it is even touched: if the system senses a hand approaching it, a column appears on the left-hand side of the display with further sub-items within the current menu. The user simply swipes with their fingertip to scroll through the options. The new PCM also allows you to zoom in or out and rotate the display using two fingers. The display also recognizes handwriting, and navigation destinations can simply be written on the screen.

New apps and new services from Connect Plus

The new Cayenne is fully networked and connected. The wide range of networking options are part of the Porsche Connect Plus infotainment package, which is standard equipment. This means that, for the first time, drivers can now access Amazon Music, Smart Home functions provided by Nest, and Radio Plus, an intelligent combination of traditional radio reception and online radio, all through Porsche Communication Management (PCM). The new Cayenne is permanently online thanks to the integrated, LTE-compatible SIM card. This function is also included as standard. Porsche has also developed a simplified smartphone app for the key Connected Car functions. Amazon Music is also available on the Cayenne directly through the PCM.

Users of the Smart Home devices from Nest are also informed about their homes at all times in the vehicle. 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

The enhanced online navigation with real-time traffic information is even easier, even quicker and even more comprehensive. The simplified destination search 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 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.

One-stop solution: new Porsche Connect App for Apple and Android smartphones

The redesigned Porsche Connect App now offers the driver an even more straightforward and comprehensive environment to access a wide range of vehicle and Connect functions via smartphone. The app is broken down into three main areas: "Navigation", "My Vehicle" for vehicle-related functions and "My Account" for user-related services and settings, such as the

linking of the Connect App with the user's Amazon Music and Nest accounts. In the "My Vehicle" area, the driver can see whether the doors, tailgate and windows are closed by means of a representation of their own vehicle shown in three perspectives, and the driver can also lock or unlock the vehicle from this area. Information regarding the vehicle range, oil level and maintenance history can also be called up here, and the monitoring and safety functions of the vehicle can be controlled. You can find detailed information about Porsche Connect via the website www.porsche.com/connect and in the Porsche Connect Store at www.porsche.com/connect-store.

Assistance systems

Comprehensive systems increase comfort and safety

Park Assist with reversing camera and Surround View

Porsche supports the driver of the new Cayenne in day-to-day driving with a three-level system of parking assistance systems. The standard front and rear Park Assist provides visual and acoustic information to the driver when maneuvering and parking using ultrasonic sensors fitted to the front and rear of the vehicle in tandem with a rear-view camera. Using four individual cameras, the optional Park Assist system with Surround View calculates a 360-degree view, which helps with parking and maneuvering.

Adaptive cruise control with stop-and-go function

The Cayenne is equipped with a cruise control system with speed limiter function as standard, to help the driver regulate the car's speed and distance from other vehicles. The system can be activated above 19 mph. The optional adaptive cruise control increases the range of functions considerably. 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 pull resume motion automatically even after braking to a standstill. If the car is stopped for longer than three seconds, a short tap on the accelerator pedal or a restart via the control stalk is all that is needed to move again.

The stopping distance reduction system, which is also integrated into the Cayenne, provides an initial visual warning, followed by an acoustic warning if the vehicle approaches the car in front too quickly. In a further stage, the system jolts the brakes briefly. 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 are also activated. At the same time, the system activates the hazard warning lights to warn vehicles approaching from behind.

Anticipatory pedestrian protection

For the first time, the Cayenne is now equipped with an anticipatory pedestrian protection system as standard. The system issues 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 stops completely. If the driver does not react, the system automatically initiates emergency braking.

Lane Keep Assist (LKA) 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 (LKA) system monitors the car's position using a camera, and responds by providing steering support if the driver leaves the lane without indicating. In addition to steering assistance, a further audible and visual warning on the instrument cluster can be activated in the PCM.

The Lane Keep Assist (LKA) system is combined with traffic sign recognition technology. Traffic sign recognition uses the same camera and detects normal speed limits, temporary speed displays, overtaking restrictions and indirect instructions, such as place-name signs. The traffic sign recognition technology is situation-dependent, and also uses other vehicle systems. If the rain sensor detects wet conditions, for example, the speed limit display system will take this into consideration and show weather-related speed limit indicators.

Lane Change Assist with Turn Safety Assist

The latest, enhanced version of the Lane Change Assist system can also be used as a complement to Lane Keep Assist (LKA). 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. Below 19 mph, the system monitors the area behind the vehicle in turning situations.

Night Vision Assist with thermal imaging camera

Night Vision Assist uses a thermal imaging camera to detect people and animals when driving in the dark, and flags up their presence and position to the driver. 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 such as dogs on a leash on the pavement.

New LED light system with adaptive matrix headlights

Porsche has equipped the new Cayenne with cutting-edge light technology. The latest LED technology is used in the headlights and the rear lights in all models. LED main headlights are standard equipment in the Cayenne and Cayenne S; the Cayenne Turbo comes with LED headlights equipped with the Porsche Dynamic Light System. LED matrix main headlights with the Porsche Dynamic Light System Plus are the new top-of-the-range option.