Now available to order: new Cayenne S Coupé

15/05/2019 Porsche is launching another powerful Cayenne Coupé variant: the vehicle is now available to order and will arrive at German dealerships at the end of July.

The 2.9-litre V6 engine featuring twin turbocharging and developing 324 kW (440 PS; Fuel consumption combined 9.4 – 9.2 l/100 km; CO_2 emissions combined 216 – 212 g/km) is at the heart of the new Cayenne S Coupé. The maximum torque of 550 Nm guarantees powerful acceleration. The SUV coupé accelerates from a standing start to 100 km/h in 5.0 seconds in combination with the standard Sport Chrono Package. This figure drops to 4.9 seconds with the three optional lightweight sports packages. The top speed is 263 km/h.

In addition to the Sport Chrono Package, the standard equipment includes speed-sensitive Power Steering Plus, 20-inch alloy wheels, Park Assist at the front and rear including reversing camera and Porsche Active Suspension Management (PASM).

Porsche is extending the model range with the new Cayenne S Coupé. The Cayenne Coupé with 250 kW (340 PS; Fuel consumption combined 9.4 – 9.3 l/100 km; CO_2 emissions combined 215 – 212 g/km) and the Cayenne Turbo Coupé with 404 kW (550 PS; Fuel consumption combined 11.4 – 11.3 l/100 km; CO_2 emissions combined 261 – 258 g/km) will already be available at dealerships from the end of May. The highlights of the Coupé include sharper proportions with a unique rear section, an adaptive rear spoiler, two different roof concepts and a rear seat bench with the characteristics of individual seats, with a sitting position that is lowered by 30 millimetres compared with the Cayenne. The vehicle features a 2.16 m^2 panoramic fixed glass roof as standard or optionally a contoured carbon roof with typical sports car look.

Innovative six-cylinder engine with central turbo layout

The 2.9-litre twin turbo engine of the Cayenne S Coupé delivers its maximum torque of 550 Nm across a wide engine speed range between 1,800 and 5,500 rpm. Both exhaust turbochargers have been arranged in a central turbo layout inside the cylinder V. This results in an engine with compact dimensions, allowing it to be installed in a lower position inside the vehicle. This in turn lowers the centre of gravity and improves lateral dynamics.

The shortened exhaust paths between the combustion chambers and the turbochargers produce a particularly spontaneous engine response and a faster build-up in power. The exhaust manifold has been integrated into the cylinder head, which reduces the weight and means that the manifold is

surrounded by coolant. This ensures highly efficient combustion, particularly under full load.

More dynamic proportions and specific design elements

A roof line that drops significantly more steeply towards the rear also lends the Cayenne S Coupé a particularly dynamic appearance. This effect is supported by a fixed roof spoiler, which accentuates the distinctive Coupé silhouette. The front windscreen and A-pillar are shallower than in the Cayenne, courtesy of a roof edge that has been lowered by around 20 millimetres. Newly designed rear doors and wings broaden the shoulders of the vehicle by 18 millimetres, contributing to its overall muscular impression.

In each Cayenne Coupé model, a fixed roof spoiler is combined with the new adaptive rear spoiler as part of Porsche Active Aerodynamics (PAA). The spoiler is harmoniously integrated into the vehicle silhouette and extends by 135 millimetres at speeds of 90 km/h and above, increasing the downforce on the rear axle. This has benefits for driving stability.

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