

Product Highlights: Porsche Cayenne – More luxury, more performance

19/10/2023 Porsche has overhauled the third generation of the Cayenne with comprehensive changes to the powertrain, chassis, design and equipment, extending not only on-road and off-road performance but also luxurious everyday comfort.

Australian model series

The revised Cayenne SUV model range comprises 11 separate model variants:

- Cayenne
- Cayenne E-Hybrid
- Cayenne S

- Cayenne S E-Hybrid
- Cayenne Turbo E-Hybrid
- Cayenne Coupé
- Cayenne E-Hybrid Coupé
- Cayenne S Coupé
- Cayenne S E-Hybrid Coupé
- Cayenne Turbo E-Hybrid Coupé
- Cayenne Turbo GT

Engines: More power for even greater performance

Porsche has optimised the power units available in the new Cayenne range to deliver even more power and torque.

In Australia, the newly updated Porsche Cayenne offers six engine output choices (depending on the model variant chosen):

-- 3.0-litre V6 Turbo petrol engine:

- Cayenne
- Cayenne Coupe

Power: 260 kW / 353 PS* at 5,400 - 6,500 RPM **(+10 kW / 13 PS*)**

Torque: 500 Nm at 1,400 – 4,800 RPM **(+50 Nm)**

-- 3.0-litre V6 Turbo petrol engine with E-Hybrid (346 kW):

- Cayenne E-Hybrid
- Cayenne E-Hybrid Coupé

Power: 346 kW / 470 PS* (combined system output)

Torque: 650 Nm (combined system output)

-- 3.0-litre V6 Turbo petrol engine with E-Hybrid (382 kW):

- Cayenne S E-Hybrid
- Cayenne S E-Hybrid Coupé

Power: 382 kW / 519 PS* (combined system output)

Torque: 750 Nm (combined system output)

-- 4.0-litre V8 Bi-turbo petrol engine:

- Cayenne S
- Cayenne S Coupé

Power: 349 kW / 474 PS* at 6,000 RPM

Torque: 600 Nm at 2,000 – 5,000 RPM

The Cayenne S and Cayenne S Coupé previously used a 2.9-litre V6 petrol engine.

The fitment of this 4.0-litre V8 engine now gives the Cayenne S and Cayenne S Coupé an **extra 25 kW (34 PS*) and 50 Nm.**

This 4.0-litre V8 petrol engine has undergone several revisions to further reduce fuel consumption and emissions.

Single-scroll turbocharging replaces twin-scroll turbocharging, increasing exhaust gas temperatures to reduce fuel use.

Electrically controlled turbocharger wastegates optimise engine responsiveness.

Higher fuel injection pressure (350 bar) improves engine efficiency.

A **new two-stage variable valve lift** has been introduced with this engine. The intake camshafts now have two cam profiles for each valve. Actuators switch between these profiles at lightning speed. At low engine loads, the engine operates with short valve opening times and minimal valve lift. At high loads the system activates profiles with a large lift and long opening times to achieve a greater cylinder charge.

This new valve control technology works closely with the fully variable camshaft control (Vario Cam

Plus) so both states can be combined with short or long valve overlaps.

New magnetoresistive camshaft sensors maximise the potential of this technology by determining the high-resolution position of the camshafts in real time. The engine control system precisely selects the appropriate valve timing for each load condition and this results in improved performance while optimising CO2 values at the same time.

Reliable high performance is also ensured thanks to **the first piston ring being fitted with a steel ring carrier**which, alongside the optimised piston cooling design, adds greater engine robustness.

-- 4.0-litre V8 Bi-turbo petrol engine with E-Hybrid:

- Cayenne Turbo E-Hybrid
- Cayenne Turbo E-Hybrid Coupé

Power: 544 kW / 739 PS* (combined system output)

Torque: 950 Nm (combined system output)

-- 4.0-litre V8 Bi-turbo petrol engine (485 kW):

- Cayenne Turbo GT

Power: 485 kW / 659 PS* at 6,000 RPM **(+14 kW / +19 PS*)**

Torque: 850 Nm at 2,300 – 4,500 RPM

This high-performance engine uses **modified pistons, connecting rods, crankshaft and timing chain drive**for the heavy loads of high performance driving on and off the race track.

The titanium exhaust system (exclusive to the Cayenne Turbo GT) finishes with centrally mounted tailpipes at the rear of the vehicle and deliver an exhilarating engine sound.

E-performance: Plug-in hybrid optimised in three ways

Porsche is expanding its Cayenne-based electric drive portfolio to a total of three E-Hybrid models, each available in SUV wagon and Coupé body styles:

- Cayenne E-Hybrid

- Cayenne S E-Hybrid
- Cayenne Turbo E-Hybrid
- Cayenne E-Hybrid Coupé
- Cayenne S E-Hybrid Coupé
- Cayenne Turbo E-Hybrid Coupé

The **new Cayenne E-Hybrid surpasses its predecessor** in three respects: electric range, electric motor power and charging speed.

The 224 kW / 304 PS* turbocharged V6 petrol engine fitted to the Cayenne E-Hybrid and Cayenne E-Hybrid Coupe is partnered with **a new electric motor**, which is integrated into the 8-speed automatic transmission, as before.

Electric motor power output has increased to 130 kW / 176 PS* (+30 kW / 41 PS*) and 460 Nm (+60 Nm) thanks to the electric motor using a coil with an optimised number of turns as well as a new magnet and an increased phase current of the pulse inverter.

Recuperation performance is improved by around 30 per cent:

- The Cayenne can convert a power of up to 88 kW into electrical energy and supply it to the traction battery when in generator mode.
- Recuperation now decelerates the vehicle down to a speed of 2 km/h (it was previously only 14 km/h).

The new Cayenne E-Hybrid models offer **higher electric driving range**:

- A **new high-voltage battery** (gross capacity of 25.9 kWh) is installed beneath the load compartment floor, as before.
- Its **8 kWh of extra capacity** enables a **purely electric range of up to 86 km#** (according to ADR 81/02, depending on model grade) with a single battery charge.

Longer battery recharging times have been avoided with this larger capacity battery:

- A **new on-board AC charger** is fitted as standard. Its charging capacity is now 11 kW (up from 7.2 kW). The high-voltage battery can be fully charged at a suitable power source in approximately two hours and 40 minutes.

Driving modes in the new Cayenne E-Hybrid models have been **configured for optimised efficiency.**

- In Sport mode: the Cayenne now maintains a minimum battery charge level of 20 per cent (previously 30 per cent).
- In Sport Plus mode: the minimum charge level now drops from 80 per cent to 30 per cent. This reduces the number of recharging phases in which the motor feeds the battery, improving overall efficiency without affecting performance.
- In E-Charge mode (when the battery is recharged while driving) the Cayenne now works more efficiently. At speeds under 55 km/h, the combustion engine and electric motor work together in hybrid mode to maintain a constant charge level. At higher speeds the combustion engine provides drive while recharging the battery, achieving a maximum charge level of 80 percent, offering drivers emissions-free driving when needed.

Without the aid of their petrol engines, the new Cayenne E-Hybrid models have an electric-powered top speed of 135 km/h (on a suitable closed racing circuit).

Transmission: 8-speed automatic and all-wheel drive performance

The Cayenne model range uses an active all-wheel drive (AWD) drive design fitted with an electronically variable map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR) traction control.

A **revamped 8-speed Tiptronic S gearbox** is fitted.

Sport mode and Sport Plus modes provide **shorter reaction times and shift times**.

In Normal mode the gearbox **optimises fuel usage**.

In Cayenne E-Hybrid models, the **new electric motor**is integrated into the 8-speed transmission.

Auto start-stop and coasting functions help minimise fuel use when driving in traffic and during steady-state cruising.

The **transmission selector lever is now mounted to the instrument panel**, allowing extra room on the new centre console for storage compartments and a large air conditioning controller.

Drivers can use the **steering wheel-mounted gearshift paddles** to manually change gear.

Chassis: Greater comfort and sportiness at the same time

For the revised Cayenne model range, Porsche engineers have **reworked its suspension systems** for enhanced ride comfort and dynamic sports handling.

The new Cayenne and Cayenne E-Hybrid models are equipped **with steel spring suspension** as standard, **including Porsche Active Suspension Management (PASM) for the first time.**

The PASM system uses regulated vibration dampers with new two-valve technology. Instead of one valve for damping the body and wheel movements, the damper now features two valves that allow the rebound and compression stages to be changed separately, resulting in a significant increase in comfort and in driving safety and a widening of the characteristics between the Comfort and Sport Plus driving modes.

New adaptive air suspension (optional on the Cayenne and Cayenne E-Hybrid, standard on the Cayenne S, Cayenne S E-Hybrid and Cayenne Turbo E-Hybrid) uses a variable spring rate comprising two air chambers that can be connected or disconnected by a valve. Compared to the previous model, the available spring rates and damping characteristics range from effectively gliding over the road surface for optimal ride comfort, to dynamic handling performance with noticeably reduced body movements.

In the **Cayenne Turbo GT** the Adaptive air suspension including PASM is **lowered 15 mm.**

In the new Cayenne, the **PASM is linked to the Sport Response Button on the steering wheel for the first time.** Just as before, it prepares the engine and transmission for maximum responsiveness and puts the suspension in Sport mode to get it ready for dynamic driving. The function is available for 20 seconds in each case.

Porsche Dynamic Chassis Control (PDCC) (standard on Cayenne Turbo E-Hybrid and Cayenne Turbo GT, optional on other Cayenne model variants) actively provides active roll stabilisation to reduce body roll movements when cornering, giving drivers optimised handling performance and passengers greater ride comfort.

A **new configuration ofPorsche Torque Vectoring Plus (PTV Plus)**, the regulated differential lock system, significantly reduces the number of agile braking interventions to enhance driving dynamics.

Rear axle steering (standard on the Cayenne Turbo GT, optional on all other Cayenne model grades) provides controlled steering interventions for more agile handling.

The Sport Chrono package(standard on Cayenne E-Hybrid, S E-Hybrid, Turbo E-Hybrid, and all Cayenne Coupe models), includes:

- Analogue and digital stopwatch
- Sport Plus mode with performance-oriented settings for the engine, transmission and chassis
- The ability to personalise predefined drive modes
- Launch Control activation when in Sport Plus mode
- Expansion of Porsche Stability Management (PSM) parameters by a Sport mode
- Additional E-Power and Hybrid-Auto modes (E-Hybrid models only)
- Sport Response button, which allows performance-oriented settings for the engine and transmission to be applied at the touch of the button.

Speed-sensitive **Power steering Plus** provides the comfort of reduced steering effort when manoeuvring at lower speeds but sports car driving enjoyment by making the steering firmer at higher speeds, delivering good feedback on driving conditions, road surface and lateral acceleration.

Both the front and rear axles use an Aluminium multi-link design for precise steering control, dynamic handling and ride comfort.

Brakes: Stopping power

The Cayenne model range (except the Cayenne Turbo E-Hybrid variants and Turbo GT) is equipped with six-piston Aluminium monobloc fixed-caliper brakes at the front axle, with four-piston Aluminium monobloc fixed-calipers brakes at the rear.

Internally vented brake discs are used at each axle.

The brake sizes and configurations used on each Cayenne model variant are summarised below:

-- Cayenne, Cayenne Coupé:

Front brakes:

- 360 mm diameter discs (36 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

Rear brakes:

- 358 mm diameter discs (28 mm thickness), internally vented

- Four-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

-- Cayenne E-Hybrid, Cayenne E-Hybrid Coupé:

Front brakes:

- 390 mm diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

Rear brakes:

- 358 mm diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

-- Cayenne S, Cayenne S Coupé:

Front brakes:

- 410 mm **(+20 mm)**diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

Rear brakes:

- 358 mm **(+28 mm)** diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

-- Cayenne S E-Hybrid, Cayenne S E-Hybrid Coupé:

Front brakes:

- 410 mm diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

Rear brakes:

- 365 mm diameter discs (28 mm thickness), internally vented

- Four-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

-- Cayenne Turbo E-Hybrid, Cayenne Turbo E-Hybrid Coupé:

Front brakes:

- 420 mm diameter discs (40 mm thickness), internally vented
- Ten-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

Rear brakes:

- 365 mm diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

-- Cayenne Turbo GT:

Front brakes:

- 441 mm diameter (40 mm thickness) Porsche Ceramic Composite Brake (PCCB) discs
- 10-piston Aluminium monobloc fixed-caliper brakes (Yellow in colour)

Rear brakes:

- 410 mm diameter (32 mm thickness) Porsche Ceramic Composite Brake (PCCB) discs
- Four-piston Aluminium monobloc fixed-caliper brakes (Yellow in colour)

An **electrically operated parking brake** is fitted.

The Cayenne E-Hybrid and the Cayenne S are equipped with **a newly developed electric brake booster**. For the E-Hybrid model this means a smoother transition between the friction brakes (operated by the brake pedal) and the braking effect caused by recuperation when decelerating. Drivers can also enjoy a more consistent and natural pedal feel when braking.

The **optimised brake control system** factors in the tyre temperature and adjusts the anti-lock brake system (ABS) accordingly, among other factors. This increases the efficiency of the braking process, especially in demanding situations. It also improves the energy recovery (recuperation) from the braking process in the Cayenne E-Hybrid models.

Wheels and tyres

Porsche has introduced a number of new light-alloy wheel styles with the new Cayenne range.

Multiple wheels designs in diameters of 20, 21 and 22 inches are available.

For the first time, Porsche is also offering aerodynamically optimised wheel designs for the Cayenne, which reduce drag.

The standard-fitment wheel and tyre sizes for the new Cayenne model range are summarised below.

The new Cayenne range offers an array of alloy wheel styles and sizes.

-- Cayenne, Cayenne E-Hybrid, Cayenne S, Cayenne S E-Hybrid:

- **Front:** 9J x 20 ET 50 with 255/55 ZR 20 XL tyres
- **Rear:** 10.5J x 20 ET 64 with 295/45 ZR 20 XL tyres

-- Cayenne Turbo E-Hybrid:

- **Front:** 9.5J x 21 ET 46 with 285/45 ZR 21 XL tyres
- **Rear:** 11J x 21 ET 58 with 315/40 ZR 21 XL tyres

-- Cayenne Coupé, Cayenne E-Hybrid Coupé:

- **Front:** 9J x 20 ET 50 with 255/55 ZR 20 XL tyres
- **Rear:** 10.5J x 20 ET 64 with 295/45 ZR 20 XL tyres

-- Cayenne S Coupé, Cayenne S E-Hybrid Coupé, Cayenne Turbo E-Hybrid:

- **Front:** 9.5J x 21 ET 46 with 285/45 ZR 21 XL tyres
- **Rear:** 11J x 21 ET 49 with 315/40 ZR 21 XL tyres

-- Cayenne Turbo GT:

- **Front:** 10.5J x 22 ET 49 with 285/40 ZR 22 XL tyres
- **Rear:** 11.5J x 22 ET 52 with 315/35 ZR 22 XL tyres

Lightweight Sport Packages

Owners can select from **threeoptional Lightweight Sport Packages** in the new Cayenne Coupe model range.

Depending on the Cayenne Coupe model grade and Lightweight Sport Package chosen, the package's combination of features **can reduce the weight of the vehicle from 13 kilograms to 33 kilograms**, thereby enhancing driving dynamics.

In addition to individual visual details and functional extras, all Lightweight Sports Packages include a carbon roof, eight-way sports seats and the 22-inch GT design wheels.

The three Lightweight Sports Packages available for the Cayenne Coupe are:

- Lightweight Sport Package
- Lightweight Sport Package Black
- Lightweight Sport Package Carbon

Please consult the official Porsche Cars Australia online car configurator for availability and pricing by model grade.

Driving performance

The combined revisions made to the Cayenne range result in a luxury SUV range even further imbued with Porsche sports car performance.

Of particular note is the **Cayenne S, which is now fitted with a heavily revised 4.0-litre Biturbo V8 petrol engine**. The new Cayenne S now accelerates to 100 km/h in 4.7 seconds (using Launch Control) and boasts a top speed of 273 km/h (on a suitable closed racing circuit).

The high-performance Cayenne Turbo GT achieves a 0 – 100 km/h time of 3.3 seconds (using Launch Control) and can reach a top speed of 305 km/h (on a suitable closed racing circuit).

The Cayenne E-Hybrid and Cayenne E-Hybrid Coupe can apply their highly efficient Porsche E-performance technologies and 650 Nm peak system torque level to full sports car effect, with a 0 – 100 km/h time of 4.9 seconds (, using Launch Control) and then on to a top speed of 254 km/h (Coupe version, on a suitable closed racing circuit).

The 0 – 100 km/h acceleration times (with Launch Control, where fitted) for each Cayenne model

grade is summarised below:

- Cayenne: **6.0** seconds
- Cayenne E-Hybrid: **4.9** seconds
- Cayenne S: **5.0** seconds
- Cayenne S E-Hybrid: **4.7** seconds
- Cayenne Turbo E-Hybrid: **3.7** seconds
- Cayenne Coupé: **5.7** seconds
- Cayenne E-Hybrid Coupé: **4.9** seconds
- Cayenne S Coupé: **4.7** seconds
- Cayenne S E-Hybrid Coupé:**4.7**seconds
- Cayenne Turbo E-Hybrid Coupé: **3.7** seconds
- Cayenne Turbo GT: **3.3** seconds

Body and styling: Sharpened form with accentuated width

The designers at Porsche have **fundamentally revised the appearance** of the new Cayenne model range.

The **front end, rear apron, headlights, bonnet, wings and tailgate have been redesigned**, creating a strikingly athletic and expressive attitude.

The **more pronounced wings – which are now more arched –** the clear lines and the even more prominent air intakes contribute to the visual emphasis of the new Cayenne's width.

The **larger front air intakes and two horizontal black bars with painted inlays** also contribute to the new Cayenne's accentuated width and striking appearance. With great attention to detail, the front light guides with integrated direction indicators have been integrated into the upper vane.

The new Cayenne's **redesigned bonnet has a flatter profile** and the headlights echo the lines of the wings. They also have a **more horizontal and steeper stance** in the vehicle front than in the previous Cayenne.

At the rear, the **number plate holder in the regular Cayenne SUV is now located in the rear bumper**.

The **grip bar on the tailgate has now been removed**.

The complete LED light strip including the tail lights and indicators are made of a three-dimensionally sculptured glass. It spans the entire rear area like an arc and creates an unmistakable light signature at night.

The PORSCHE **logo now also features a three-dimensional, free-standing design**.

Both the new Cayenne full SUV and Cayenne Coupé share the same frontal designs.

The Cayenne Coupé models, however, have a flatter windscreen and a sharper A-pillar angle, giving it a more athletic and performance-focused profile.

A total of 12 body colours are available for the new Porsche Cayenne, including three new colours:

- Algarve Blue Metallic
- Montego Blue Metallic
- Arctic Grey

Porsche Exclusive Manufaktur also offers a multitude of pre-approved Paint to Sample exterior colours, many of them popular shades from previous models of Porsche sports cars.

Headlights: Innovation in light technology

The new Cayenne is now equipped with **new LED headlights with matrix beam technology** as standard.

These state of the art headlights use speed and the camera to ensure ideal illumination.

Their high beam area is divided into 11 segments that can be illuminated or dimmed according to the driving environment (this unique high beam illumination area is known as a matrix beam). It enables optimal visibility with the high beam activated without dazzling oncoming vehicles or traffic.

Optionally available (but fitted as standard to the Cayenne Turbo E-Hybrid and Cayenne Turbo E-Hybrid Coupé) are high-resolution HD-Matrix LED lights. **This is the first time they have been fitted** to the Cayenne.

These advanced energy-efficient headlights generate a bright, homogeneous and precise light area ahead of the vehicle that adapts dynamically (every 16 milliseconds) to the respective driving situation.

These high-resolution HD-Matrix LED lights also enables adaptive functions such as lane brightening, construction-site and bottleneck light or a dedicated motorway high-beam.

Central to this lighting technology is a chip half the size of a thumbnail (12.8 by 3.2 mm), which holds 16,384 individual micro-LED pixels. Porsche fits two of these chips per headlight in the new Cayenne with HD-Matrix LED technology – four per vehicle.

A control module, comparable in function to a powerful PC graphics card, can activate, deactivate or dim each of the diodes in 1,024 steps. This makes it possible to produce **a near unlimited variety of light patterns**.

These chips are combined with special lenses to HD modules to optimally adapt the light pattern to the demands of a sports car.

From standard beam lighting to high beam lighting, the high-resolution HD-Matrix LED lights increase the amount of light from 1,400 to 2,500 lumens, making them capable of illuminating the road over a distance of up to 600 metres.

When individual pixels are deactivated in the high-resolution HD-Matrix LED lights to avoid dazzling another vehicle, the additional available energy flows into the surrounding pixels and intensifies their brightness. This ensures optimal visibility at all times.

The Cayenne Turbo GT is fitted with HD-Matrix LED headlight in a tinted finish.

Interior: New Porsche Driver Experience debuts in the Cayenne

-- New driver-focussed cockpit:

Porsche is introducing a groundbreaking display and control concept in the new Cayenne: **The Porsche Driver Experience.**

The Porsche Driver Experience provides a fully digital display, versatile individualisation and intuitive operation.

This **new interior display and control concept** groups the most important controls around the steering wheel, giving drivers a more intensive driving experience.

This new sophisticated cockpit design takes elements of the Taycan electric sports car and transfers them for the first time to a Porsche with a combustion engine.

The Porsche Driver Experience in the new Cayenne includes:

- A digital instrument cluster with a curved, free-standing design

- Variable display options
- A redesigned centre console
- A latest-generation steering wheel with a standard mode switch

The instrument cluster is now a fully digital, free-standing, **12.6-inch curved display with customisable cluster views**. This new instrument panel design that does not require a hood cover, giving it a modern, slimline appearance.

The **transmission gear selector lever is now smaller and is now mounted next to the steering wheel**. This has **created space on the centre console** for a large air conditioning controller.

Front-seat passengers can experience a new level of interaction with the vehicle and the driver via the optional passenger display.

Also new in the Porsche Cayenne is an in-car video function. **Streaming content can be shown on the passenger display even when driving.**A special film layer on the screen ensures that the driver cannot see this display.

-- Luxurious and sporty interior:

The clean interior design of the new Cayenne emphasises the cabin's width, achieved with styling features such as increased horizontal emphasis of the dashboard.

For the first time, Porsche has designed **all the air outlets in the cockpit without louvres**.

A **new cabin air filter and GPS recirculation function** are fitted as standard across the new Cayenne range. This innovative system protects occupants from particles and harmful substances in the outside air by using predictive navigation data to automatically activate air recirculation when the car is about to enter a tunnel.

The Cayenne SUV and Cayenne Coupé use a five-seat layout (two seats front, three seats rear).

The Cayenne Coupé offers a four-seat layout (two seats front, two seats rear) with a five-seat layout at no-cost (this five-seat layout is not available on the Cayenne Turbo GT).

The standard fitment front seats in the Cayenne SUV are 14-way electrically adjustable Comfort seats with memory package and integrated head rests.

The standard fitment front seats in the Cayenne Coupé are 8-way electrically adjustable Sports seats with memory package and integrated head rests.

Owners can choose from a wide selection of leather options in the new Cayenne.

The optionally available Carbon interior package finishes the following interior elements with decorative carbon fibre:

- The dashboard trim strips with decorative inlays
- The trim strips in the front and rear doors with decorative inlays

The multifunction steering wheel is fitted with transmission shift paddles.

Porsche Communication Management (PCM)

The new Cayenne features improved connectivity for drivers and passengers thanks to the **latest Porsche Communication Management (PCM) system**. It includes the following:

- 12.3-inch touchscreen display in full HD
- Online navigation, mobile phone preparation and audio integration
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto™ (wireless), music and video streaming, online radio, remote services and a wide range of other Porsche Connect services.**
- Digital radio (DAB+)
- Multi-touch gesture control. For example, the size of the digital map display can be adjusted using two fingers on the PCM touchscreen display or Direct Touch Control in the handwriting input field in the centre console.
- Configurable direct access bar and user-set positioning of applications on the home screen.
- Connect Care, which includes Breakdown Call, early detection of maintenance and repair needs, online software and map updates and a digital user manual.

The standard-fitment Sound Package Plus includes 10 speakers with 150 Watts of total sound output

A BOSE® Surround Sound system with 14 speakers, a subwoofer and 710 Watts of power is optionally available on some Cayenne model grades (standard fitment from Cayenne S model grade and up).

ABurmester® 3D High-End Surround Sound System with 21 speakers and a total output of 1,455 watts is also available.

There are two USB-C connectivity and charging ports in the front storage compartment. There are two USB-C charging ports in the rear-seating area.

There are three 12-volt sockets in the cabin: underneath the glove compartment, in the centre console and in the luggage compartment.

Assistance and comfort systems

The new Cayenne is fitted with the following advanced technologies:

Warn and brake assist including pedestrian protection: This system detects the risk of collisions with vehicles, cyclists and pedestrians. It also initiates a warning or emergency braking if necessary.

Driver personalisation for climate, audio and communication, assistance systems and other customisable vehicle systems: Allows drivers to tailor their driving environment inside the new Cayenne.

Surround View with Active Parking Support: ParkAssist provides the driver with audible and visual signals when maneuvering the new Cayenne, making it easier to navigate tight spots, such as when parking. Surround View gives the driver an aerial view of the new Cayenne on the PCM screen using four high-resolution cameras located around the vehicle. This helps makes it easier to navigate tight spots.

Adaptive Cruise Control with Emergency Assist and Lane Keep Assist: This technology provides automatic distance control from the vehicle ahead by matching its speed. It also has a coasting function, which helps minimise fuel usage. Adaptive Cruise Control's stop-and-go function can support drivers in slow-moving traffic and can even bring the Cayenne to a complete stop, if needed. Lane Keep Assist uses a camera to detect the road's line markings and can help the driver stay in their traffic lane by making corrective steering inputs.

Lane Change Assist: A radar sensor detects the distance and speed of traffic behind the new Cayenne in the neighbouring traffic lanes. If the speed and distance to the Cayenne are deemed too risky for a lane change, a warning is shown to the driver in the left or right exterior mirror.

Head-Up Display: Projects relevant driving information on to the area of the windscreen in the driver's forward field of vision. This high-quality, full-colour projection can minimise the need for the driver to constantly glance down at the instrument cluster when driving, making it easier to access details such as the vehicle's indicated speed and turn-by-turn navigation instructions.

By the numbers

2 body styles

5 model grades (Cayenne SUV)

6 model grades (Cayenne Coupé)

6 engine output options (depending on model grade chosen)

260 kW / 353 PS* to 544 kW / 739 PS* of maximum power (depending on model grade chosen)

500 Nm To 950 Nm of maximum torque (depending on model grade chosen)

8-speed automatic Tiptronic S transmission with all-wheel drive

15 mm lower ride height (Cayenne Turbo GT)

2,055 kg – 2,595 kg unladen weight (depending on model grade chosen)

248 km/h – 305 km/h top speed (depending on model grade chosen; on a suitable closed racing circuit)

135 km/h electric-only top speed (new Cayenne E-Hybrid models, on a suitable closed racing circuit)

In summary

Porsche has thoroughly refined its successful Cayenne SUV range to deliver more luxury and more performance.

Driving dynamics

- Porsche Active Suspension Management (PASM)
- Porsche Dynamic Chassis Control (PDCC) (standard on Turbo E-Hybrid variants and Turbo GT)
- Porsche Torque Vectoring Plus (PTV Plus) (standard on Cayenne Turbo E-Hybrid Coupe and Turbo GT)
- 15 mm lowered ride height (only on Cayenne Turbo GT)
- Rear Axle Steering (standard on Cayenne Turbo GT)
- Porsche Stability Management (PSM) including ABS anti-lock braking with extended brake functions

Audio and communication

- Porsche Communication Management (PCM) including 12.3-inch touchscreen display in full HD, online navigation, mobile phone preparation, audio interfaces, multi-touch gesture control, Digital radio (DAB+), and configurable direct access bar and user-set positioning of applications on the home screen.
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto™ (wireless), music and video streaming, online radio, remote services and a wide range of other Porsche Connect services.**
- Available BOSE® Surround Sound system with 14 speakers, subwoofer and 710 Watts of power output.

Australian standard specifications

- 20-inch collapsible spare tyre (all non-E-Hybrid models)
- 21-inch RS Spyder Design wheels (Cayenne S Coupé and S E-Hybrid Coupé)
- 22-inch 911 Turbo Design wheels (Cayenne Turbo E-Hybrid Coupé)
- Metallic paint (Cayenne S models and up)
- Panoramic roof system (Cayenne S SUV models and up)
- Porsche Entry (Comfort access)
- Privacy glass
- 90-litre fuel tank (Cayenne and Cayenne Coupé)
- Adaptive air suspension incl. PASM (Cayenne S and Cayenne S Coupé)
- Porsche Dynamic Chassis Control (PDCC) (Cayenne Turbo E-Hybrid and Cayenne Turbo E-Hybrid Coupé)
- Power steering plus (Cayenne SUV models)
- Lane Change Assist
- ParkAssist with Surround View and Active Parking Support
- Head-Up Display
- Adaptive Cruise Control incl. Emergency Assist and Lane Keep Assist
- Active Lane Keeping including Crossroad Assist (NCO on Cayenne Turbo E-Hybrid models and Cayenne Turbo GT)

- Driver memory package (Cayenne Coupé models and Cayenne GTS SUV)
- Front seat ventilation (Cayenne S SUV and up, NCO on Cayenne GTS SUV and Cayenne S Coupé and up)
- Side airbags in the rear compartment
- 4-zone climate control (Cayenne Turbo E-Hybrid models and Cayenne Turbo GT)
- Soft close doors (Cayenne GTS models and up)
- 14-way Comfort seats including memory package (Cayenne SUV and up, NCO on all other Cayenne models)
- 18-way Adaptive sport seats including memory package (NCO on Cayenne Turbo GT)
- BOSE Surround Sound System (Cayenne S models and Cayenne S E-Hybrid models)
- Digital radio

Warranty and service pricing

- 3-year / unlimited kilometre new-vehicle warranty
- 1-year / 15,000-kilometre service intervals
- Service pricing varies from state to state due to different labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Official Porsche Centre.

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures are determined by Porsche AG testing in accordance with ADR 81/02 on test vehicles. Actual figures will vary as they are dependent on many factors, including without limitation: individual driving style, road and traffic conditions, environmental conditions, fuel quality, a vehicle's or battery's condition, load and use. Extra features and accessories (eg: equipment, wheels or tyres used etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and can also affect the consumption, emission, range and performance values of a vehicle. CO2 emissions can also

be generated at the power source when vehicles are being recharged, unless 100% renewable energy is used. Generally, consumption, emissions, kilometre range and charging times will vary from the published figures in real world Australian driving and charging conditions.

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** The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas, and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 36 months. An integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Image Sublines

Path: media/Images/img_1.jpg
Title: Cayenne 3.0 litre V6 turbo engine.jpg
Subline: The Cayenne 3.0-litre V6 turbo engine.

Path: media/Images/img_2.jpg
Title: Cayenne E-Hybrid powertrain.jpg
Subline: The Cayenne E-Hybrid powertrain.

Path: media/Images/img_3.jpg
Title: Cayenne S 4.0 litre V8 twin turbo engine.jpg
Subline: The 349 kW / 474 PS* 4.0-litre bi-turbo V8 engine fitted to the Cayenne S and Cayenne S Coupe.

Path: media/Images/img_4.jpg
Title: Cayenne_Turbo_GT_-_4_0-Liter-V8-Biturbo-Motor.jpg
Subline: The 485 kW / 659 PS* 4.0-litre bi-turbo V8 engine fitted to the Cayenne Turbo GT is more powerful than its predecessor.

Path: media/Images/img_5.jpg
Title: Cayenne E-Hybrid - Hybrid module with electric motor.jpg
Subline: The hybrid module in the Cayenne E-Hybrid now uses a more powerful electric motor.

Path: media/Images/img_6.jpg
Title: Cayenne E-Hybrid badge.jpg
Subline: The new Cayenne E-Hybrid.

Path: media/Images/img_7.jpg
Title: Transmission Lever.jpg
Subline: The transmission selector lever is now mounted on the instrument panel.

Path: media/Images/img_8.jpg
Title: Adaptive Air Suspension with two chamber two-valve technology.jpg
Subline: New adaptive air suspension uses a variable spring rate comprising two air chambers that can be connected or disconnected by a valve.

Path: media/Images/img_9.jpg
Title: Cayenne_Turbo_GT_-_Rolling_Chassis_Front.jpg
Subline: The advanced suspension and steering systems of the Cayenne Turbo GT.

Path: media/Images/img_11.jpg
Title: Porsche-Cayenne-PressKit_LowRes_069.jpg
Subline: The Cayenne Turbo GT is equipped with Porsche Ceramic Composite Brakes.

Path: media/Images/img_14.jpg
Title: Porsche-Cayenne-PressKit_LowRes_006.jpg
Subline: The designers at Porsche have fundamentally revised the appearance of the new Cayenne model range.

Path: media/Images/img_15.jpg
Title: HD-Matrix LED Headlights.jpg
Subline: High-resolution HD-Matrix LED headlights are available on the Cayenne for the first time.

Path: media/Images/img_16.jpg
Title: Porsche-Cayenne-PressKit_LowRes_080.jpg
Subline: The Porsche Driver Experience in the new Cayenne includes a digital instrument cluster with a curved, free-standing design.

Path: media/Images/img_18.jpg
Title: Porsche-Cayenne-PressKit_LowRes_028.jpg
Subline: The Porsche Communication Management (PCM) system in the new Cayenne.

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