Listicle: Porsche Cayenne Turbo Electric

28/09/2026 The Porsche Cayenne Turbo Electric brings a new level of performance to the Cayenne range.With up to 1,156 PS, up to 1,500 Nm of torque and acceleration from 0–100 km/h in just 2.5 seconds, it combines super sports car performance with the luxury and versatility of a Cayenne.

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What is it?

The Cayenne Turbo Electric is the flagship model in the new all-electric Cayenne range and the most

powerful production Porsche of all time. The previous generation Cayenne remains on sale with petrol and plug-in hybrid powertrain options.

It is equipped with all-wheel drive and electronic Porsche Traction Management (ePTM).

It combines a newly developed electric drivetrain with advanced chassis technology, high-performance charging and the everyday practicality expected from a Cayenne.

What's new?

The Cayenne Turbo Electric introduces a new electric architecture to the Cayenne, delivering performance figures previously associated with super sports cars.

With Launch Control activated, the drivetrain produces up to 850 kW (1,156 PS) and 1,500 Nm of torque. The Turbo also introduces technologies derived from motorsport, including direct oil cooling for the rear electric motor and recuperation of up to 600 kW.

It is also the first Cayenne to offer Porsche Active Ride.

Exterior

The Cayenne Turbo Electric retains the familiar proportions and identity of the Cayenne while introducing a more progressive and aerodynamic design.

At the front, a low bonnet and slim Matrix LED headlights emphasise the vehicle's width.

Strongly contoured wings and the characteristic Porsche flyline maintain the sporting character of the Cayenne.

The Turbo is distinguished by high-gloss black side skirts and numerous contrasting elements finished in Turbonite, including the Porsche crests, faces of the alloy wheels and side window trims.

Turbonite accents are also incorporated into the rear light strip and illuminated Porsche lettering.

Active aeroblades at the rear are exclusive to the Turbo. They extend the lateral tear-off edges to optimise airflow and contribute to improved aerodynamic efficiency, particularly at higher speeds.

Interior

The Cayenne Turbo Electric introduces the latest generation Porsche Driver Experience, centred around

the new 12.25-inch curved OLED Flow Display integrated into the centre console.

A fully digital 14.25-inch OLED instrument cluster is joined by an optional 14.9-inch passenger display, creating the largest display area yet offered in a Porsche.

An augmented-reality head-up display is also available for the first time in the Cayenne.

New Mood Modes can adjust the seating position, lighting, climate control, sound profile and display appearance according to the selected programme.

The interior also introduces panel heating across larger contact surfaces, extended ambient lighting and a sliding Panoramic Roof with Variable Light Control.

Drivetrain

The Cayenne Turbo Electric features a newly developed all-electric drivetrain with all-wheel drive and electronic Porsche Traction Management.

In normal driving, the system delivers up to 630 kW (857 PS). With Launch Control activated, output increases to as much as 850 kW (1,156 PS), accompanied by up to 1,500 Nm of torque.

A Push-to-Pass function provides an additional 130 kW (176 PS) for up to 10 seconds at the press of a button.

To maintain high continuous power and efficiency, the rear-axle electric motor uses direct oil cooling, a technology derived from motorsport.

Performance

The Cayenne Turbo Electric accelerates from 0–100 km/h in 2.5 seconds and from 0–200 km/h in 7.4 seconds.

Top speed is 260 km/h.

With up to 1,156 PS available using Launch Control, the Cayenne Turbo Electric is the most powerful production Porsche to date.

Recuperation

The Cayenne Turbo Electric can recuperate energy at up to 600 kW, reaching levels comparable with

Formula E racing cars.

In everyday driving, around 97 per cent of braking operations can be handled entirely by the electric motors, meaning the mechanical friction brakes are required comparatively rarely.

Porsche Ceramic Composite Brakes (PCCB) are also available as an option on the Turbo.

Battery and charging

A newly developed 113 kWh high-voltage battery sits at the heart of the Cayenne Turbo Electric. Double-sided cooling supports optimum thermal management and consistently high charging performance.

The Turbo offers a combined WLTP range of up to 623 km.

Thanks to its 800-volt architecture, DC charging is possible at up to 390 kW, and under specific conditions up to 400 kW. The battery can be charged from 10 to 80 per cent in less than 16 minutes under optimal conditions.

In just 10 minutes, enough energy can be added for up to 315 km of range.

Chassis

Adaptive air suspension with Porsche Active Suspension Management (PASM) comes as standard.

The Cayenne Turbo Electric additionally features Porsche Torque Vectoring Plus (PTV Plus) with an electronically controlled limited-slip rear differential.

Rear-axle steering is available as an option and can turn the rear wheels by up to five degrees.

For the first time on a Cayenne, the Turbo can also be equipped with Porsche Active Ride. The active suspension system almost completely compensates for body movements, combining greater stability and dynamic performance with increased ride comfort.

Aerodynamics

With a drag coefficient of 0.25, the Cayenne Electric is one of the most aerodynamic SUVs in its class.

Porsche Active Aerodynamics continuously adapts the vehicle's aerodynamic characteristics according to the driving situation and speed.

Alongside movable cooling air flaps and an adaptive roof spoiler, the Cayenne Turbo Electric features active aeroblades at the rear.

Additional aerodynamic measures include air curtains at the front, an almost completely enclosed underbody, aerodynamically optimised wheels and a rear diffuser.

Practicality

Despite its performance credentials, the Cayenne Turbo Electric retains the versatility expected from the model.

The all-electric Cayenne measures 4,985 mm long, 1,980 mm wide and 1,674 mm high, with a 3,023 mm wheelbase providing increased rear passenger space.

Luggage capacity ranges from 781 to 1,588 litres, complemented by an additional 90-litre front luggage compartment.

Depending on equipment, the Cayenne Electric can also tow up to 3.5 tonnes.

Stats

- Maximum power with Launch Control: 850 kW (1,156 PS)
- Maximum torque with Launch Control: 1,500 Nm
- Power in normal driving: up to 630 kW (857 PS)
- Push-to-Pass: additional 130 kW (176 PS) for 10 seconds
- 0–100 km/h: 2.5 seconds
- 0–200 km/h: 7.4 seconds
- Top speed: 260 km/h
- Battery: 113 kWh
- Maximum DC charging power: up to 400 kW under specific conditions
- 10–80% charging: less than 16 minutes under optimal conditions
- Range: up to 623 km WLTP
- Maximum recuperation: up to 600 kW

Disclaimer The information provided is based on UAE specifications and may vary by country. Please check with your local Porsche Centre for details and availability.

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Consumption data

Cayenne Turbo Electric (WLTP)*: Electrical consumption combined: 22.5 – 20.4 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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