

Cayenne Turbo Electric: emissioni CO_2 combinato (WLTP) 0 g/km, consumo elettrico combinato (WLTP) 22,5 – 20,4 kWh/100 km, Gamma elettrica combinata (WLTP) 557 – 622 km, Gamma elettrica in aree urbane (WLTP) 699 – 783 km)

Porsche starts production of the Cayenne Electric and strengthens battery expertise

02/02/2026 The Cayenne Electric celebrated its world premiere in mid-November 2025. Production in Bratislava has also already started – on a line with the models with combustion engines and hybrid drives. This flexible production enables Porsche to react quickly to changes in demand. In order to further expand its own battery expertise in a targeted manner, the sports car manufacturer is also relying on battery modules developed entirely in-house for the Cayenne Electric. These are manufactured in the Porsche Smart Battery Shop in Horná Streda – located around 100 kilometres northeast of Bratislava.

In many ways, the new Cayenne Electric pushes the boundaries. With an output of up to 850 kW (1,156 hp), the top-of-the-range Cayenne Turbo is the most powerful Porsche production model of all time. The new generation also impresses with the largest screen area of a Porsche to date and a high

response speed of the Porsche Communication Management (PCM). In addition, the Cayenne has never been so extensively customized.

Porsche is also breaking new ground in production. "Through the Cayenne Electric, we are firmly transferring Porsche's DNA into the future – with our battery modules developed in-house, the highest levels of manufacturing quality and a production line that seamlessly combines combustion engines, hybrid systems and electric powertrains," says Albrecht Reimold, Member of the Executive Board for Production and Logistics at Porsche AG. "This gives us the flexibility we need to reliably provide the highest quality, state-of-the-art technology and to meet individual customer requirements for every market worldwide."

Battery expertise as a strategic key

Together with Porsche Werkzeugbau GmbH, Porsche has set up the Porsche Smart Battery Shop in Horná Streda, a state-of-the-art production site for the next generation of battery modules. The close integration with Porsche Toolmaking was a key success factor: competencies from prototype production could be seamlessly transferred to series production. In a precisely controlled process consisting of cell preparation, stacking, laser welding, foaming, cold plate integration and end-of-line testing, the modules are created under complete quality control.

"With the Smart Battery Shop, we are bundling decades of industrialisation experience with state-of-the-art battery technology – from cell processing to fully automated end-of-line testing," says Markus Kreutel, Chairman of the Executive Board of Porsche Werkzeugbau GmbH. "This end-to-end vertical integration gives Porsche control over the quality, precision and scalability of a key technology that will significantly shape our future."

High-performance starts in the battery

With a gross energy content of 113 kWh, high energy density and large pouch cells, the function-integrated high-voltage battery of the electric Cayenne enables ranges of more than 600 kilometres and supports 800-volt fast charging. Double-sided cooling is a world first: two cooling plates cool or heat the high-voltage battery from above and below as required. This allows the optimal temperature window to be achieved more effectively.

One plant, three Porsche drives, one quality standard

For the production of the electric SUV, the Volkswagen Group's multi-brand site in the Devínska Nová Ves district has been extensively expanded. At the heart of the renovation measures is a new platform hall. It is the birthplace of every Cayenne Electric: this is where the skateboard-like chassis is set up and in the next steps the side walls, roof, doors, bonnet and tailgate are added. These body attachments

come from the press shop. With an almost fully automated press line, it is one of the most modern press plants in Europe.

To ensure seamless cooperation, a small group of employees of Dr. Ing. H.c. F. Porsche AG is permanently present at the Bratislava plant. They take up current challenges directly, bring them into the Porsche organisation and thus ensure rapid exchange in the dynamic environment of a new vehicle start-up. Porsche refers to this as a so-called resident model.

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Consumption data

Cayenne Turbo Electric (WLTP)*: Consumo energia elettrica ciclo misto (gamma modelli): 22.5 – 20.4 kWh/100 km; Emissioni CO_2 ciclo misto (gamma modelli): 0 g/km; Stato [StandHeute]

*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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