This catalogue is produced by Porsche for use in English speaking markets around the world. The standard specification of the Porsche Cayenne in Australia, however, is substantially above the one presented in this catalogue.

The table below shows features which are referred to as “optional” but which in fact are **standard in Australia**.

<table>
<thead>
<tr>
<th>Feature</th>
<th>Cayenne</th>
<th>Cayenne S</th>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Privacy glass</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>123</td>
</tr>
<tr>
<td>ParkAssist (front and rear)</td>
<td>●</td>
<td>●</td>
<td>● (Std)</td>
<td></td>
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</tr>
<tr>
<td>Tiptronic S</td>
<td>●</td>
<td>●</td>
<td>● (Std)</td>
<td></td>
<td>64</td>
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<tr>
<td>Air suspension with PASM</td>
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<td></td>
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<td></td>
<td>78</td>
</tr>
<tr>
<td>Air suspension lowered by 20mm at Normal Level</td>
<td>●</td>
<td></td>
<td></td>
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<tr>
<td>Automatic air conditioning</td>
<td>● (Std)</td>
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<tr>
<td>Four zone air conditioning</td>
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<tr>
<td>Driver memory package</td>
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<td>● (Std)</td>
<td>● (Std)</td>
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<tr>
<td>Cruise control</td>
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<td>● (Std)</td>
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<tr>
<td>3-spoke multifunction steering wheel in leather</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>114</td>
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<tr>
<td>Porsche Communication Management (PCM) inc. Navigation module</td>
<td>●</td>
<td>●</td>
<td>● (Std)</td>
<td></td>
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<td>CD/DVD autochanger (6-disc)</td>
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<td>●</td>
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<tr>
<td>BOSE® Surround Sound-System</td>
<td>●</td>
<td>●</td>
<td>● (Std)</td>
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<td>136</td>
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<tr>
<td>Telephone module</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>Universal Audio Interface (Aux-In only)</td>
<td>●</td>
<td></td>
<td>●</td>
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<td>135</td>
</tr>
<tr>
<td>Universal Audio Interface (iPod®, USB, Aux-In)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>135</td>
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<td>Porsche Entry &amp; Drive</td>
<td>●</td>
<td></td>
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<td>126</td>
</tr>
<tr>
<td>Electric sunroof</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
<td>127</td>
</tr>
<tr>
<td>Tyre Pressure Monitoring (TPM)</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
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</tr>
<tr>
<td>18-inch collapsible spare wheel</td>
<td>●</td>
<td>●</td>
<td>●</td>
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<tr>
<td>19-inch collapsible spare wheel</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
<td>161</td>
</tr>
</tbody>
</table>

Please note that Factory Collection, ISOFIX mounting, Vehicle Tracking System and electrically retractable towbar system is not available for Australian delivered vehicles.

Porsche Cars Australia Pty Ltd, October 2009.

Enhancing your enjoyment is the new Porsche Communication Management (PCM) featuring navigation, touchscreen display and MP3 compatibility. Sports seats with added lateral support are available for all four Cayenne models (standard in Cayenne GTS).

The Porsche Ceramic Composite Brake (PCCB) is optional equipment on the Cayenne S, Cayenne GTS and Cayenne Turbo.

The Cayenne range comprises four unique models, each with a powerful presence: Agile and dynamic, they generate excitement in their own individual way. With the Cayenne model range, we've applied this power to an ambitious range of applications.

One thing they have in common is the standards they set: in performance, safety and economy. The character of each car is apparent at first glance: accomplished, athletic, brimming with energy and potential. The front and rear sections are elegantly designed with excellent aerodynamic properties. The flared wheel arches accommodate a range of wheel options up to 25 inches in diameter. Among the most distinctive features on all four models is the elongated headlight geometry. In addition, each car has LED headlights as standard (see page 53).

The Cayenne models.

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The Cayenne models.

Performance. It’s what motivates our engineers – and exhilarates our drivers. Winning races, exploring new terrain, achieving new objectives.

At Porsche, we believe in playing to our strengths: the pursuit of excellence in every respect. The Cayenne models.

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models have a flattened headlight geometry which gives a broader look to the car. The air intake openings are designed for optimum cooling. On the Cayenne GTS and Cayenne Turbo, the central air intake has a larger cross-sectional area to compensate for the higher engine outputs. In the outer intake openings are a pair of Dynamism and power – both immediately apparent in every Cayenne model.

The front-end design on the naturally aspirated models features H7 projector-beam headlights. The Cayenne Turbo has Bi-Xenon headlights with static and dynamic cornering lights (also optional on the other three models). All four elongated light units containing the turn-signal indicators and sidelights. These are positioned vertically on the Cayenne and Cayenne S, and horizontally on the Cayenne GTS and Cayenne Turbo. Another distinguishing feature on the Cayenne Turbo is the ‘power-domed’ engine lid.

The rear section also alludes to the powerful capability of each car. Integrated within the rear apron are a pair of single-tube tailpipes on the Cayenne and Cayenne S, and dual-tube tailpipes on the Cayenne GTS and Cayenne Turbo. The tailpipes on the Cayenne GTS have a chrome-plated finish. All four models have a diffuser-style design on the lower rear apron. LED taillights and brake lights. An extended bi-plane roof spoiler is available as a no-cost option on the Cayenne GTS.

The interior space is designed around the driver in a range of quality materials. Full leather upholstery is standard equipment on the Cayenne GTS and Cayenne Turbo. Also included as standard on the Cayenne GTS is a new sports seat design featuring greater lateral support and a comfort memory package (sports seats optional on all other models). In short: a powerful first impression, inside and out, that is also enduringly Porsche.
The standard Porsche Traction Management (PTM – see page 66) combines permanent all-wheel drive with an electronically variable centre differential, two-speed transfer gearbox, anti-slip regulation (ASR) and automatic brake differential (ABD). The results are excellent dynamics and greater active safety.

The Cayenne models

The Cayenne V6 develops 213 kW (290 hp) at 6,200 rpm. Maximum torque of 385 Nm is available from 3,000 rpm. The V8 in the Cayenne S produces 283 kW (385 hp) and 500 Nm of torque from 3,500 rpm.

In the Cayenne GTS, the V8 engine develops 298 kW (405 hp) at 6,500 rpm plus 500 Nm of torque from 3,500 rpm. Maximum output ratings on the Cayenne Turbo are 368 kW (500 hp) at 6,000 rpm and as much as 700 Nm of torque between 2,250 and 4,500 rpm.

The Cayenne, Cayenne S and Cayenne GTS are all equipped as standard with a high-performance, high-precision six-speed manual gearbox. Alternatively, there’s the option of six-speed Tiptronic S, which is standard in the Cayenne Turbo. Maximum speeds with Tiptronic S are 271 km/h (168 mph) for the Cayenne, 293 km/h (182 mph) for the Cayenne S, 291 km/h (180 mph) for the Cayenne GTS and 293 km/h (182 mph) for the Cayenne Turbo.

Direct fuel injection (DFI) increases engine output while improving fuel efficiency. The V6 Cayenne has variable valve timing on both the inlet and exhaust. The V8 models feature VarioCam Plus, combining variable valve timing with twostage valve lift on the inlet side. The results: high performance, low fuel consumption and low exhaust emissions. Sounds paradoxical, yet typically Porsche.

For extreme off-road driving, there’s the optional Off-road Technology package (see page 88), which is available for the Cayenne, Cayenne S and Cayenne Turbo.

The science: always breaking new ground.

Engineering.

The Cayenne models have high-carry engines featuring a range of innovative technologies. Each car recounces the two extremes of high performance and low fuel consumption. The Cayenne has a 3.6-litre V6, the Cayenne S and Cayenne GTS have 4.8-litre V8s, while the Cayenne Turbo tops the range with a 4.8-litre twin-turbo V8.

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The science: always breaking new ground.

Engineering.
The Cayenne GTS has a sports exhaust system that is also available as an option on the Cayenne S (in conjunction with Tiptronic S). As well as enhancing the engine sound, it features chrome-plated dual-tube tailpipes.

The Cayenne models Cayenne S and red on the Cayenne GTS and Cayenne Turbo. All four models are equipped with Porsche Stability Management (PSM) as standard. PSM is an electronic active safety system that automatically stabilises the car (and trailer, if fitted) in critical road scenarios.

Another standard feature is the ‘Sport’ mode function. At the push of a button, the engine and Tiptronic S become more responsive, the air suspension drops to Low Level I, while PASM and PDCC are also switched to ‘Sport’ mode.

Standard fitment wheels are 17-inch Cayenne alloys on the Cayenne, 18-inch Cayenne S II alloys on the Cayenne S and 19-inch Cayenne Design alloys on the Cayenne Turbo. Among the special sports features on the Cayenne GTS are the standard 21-inch Cayenne Sport wheels.

The brake performance is more than a match for the power of each Cayenne model. All four cars have six-piston monobloc aluminium fixed calipers at the front and four-piston units at the rear. The calipers are black on the Cayenne, silver on the Cayenne S and red on the Cayenne GTS and Cayenne Turbo. All four models are equipped with Porsche Stability Management (PSM) as standard. PSM is an electronic active safety system that automatically stabilises the car (and trailer, if fitted) in critical road scenarios.

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For easier loading, there’s an optional automatic tailgate with user-programmable opening height and push-button operation.
The more we achieve, the greater the expectations. From our customers and from ourselves. The greater the expectations, the greater the pleasure when those expectations are exceeded.

The Cayenne.
The Cayenne S.
The Cayenne GTS.
The Cayenne Turbo.

Four unique expressions of a powerful idea.
The Cayenne is an excellent on-road performer with a wide range of other talents: off-road capability, comfort, sporting style and practicality.

Its powerful V6 engine features direct fuel injection (DFI), variable valve timing on inlet and exhaust and a variable resonance intake manifold. The results: generous performance and excellent fuel economy.

The 3.6-litre engine develops 213 kW (290 hp) at 6,200 rpm from an air-to-air, 3.035 mm bore and a 3.670 mm stroke with a manual gearbox. It requires 8.1 seconds to reach 100 km/h (62 mph). Maximum speed is 227 km/h (141 mph). Press the standard 'Sport' button and the engine management is adjusted to maximise throttle response.

A high performance six-speed manual gearbox is standard equipment. The optional six-speed Tiptronic S includes gearshift controls on the steering wheel. It is also equipped with standby control for better fuel economy (see page 64).

The powerful brakes increase active safety in all driving scenarios. The black-finish calipers are unique to the V6 model.

With its precise steering and sports chassis setup, the Cayenne is agile and responsive. Using Porsche Traction Management (PTM) and Porsche Stability Management (PSM), power is transmitted through the permanent all-wheel drive with efficiency, precision and safety. In difficult terrain, the electronically variable centre differential combines with the anti-slip regulation (ASR) and automatic brake differential (ABD) to maintain optimum traction at all times. This ability is enhanced in torque mode, where all gear ratios are reduced. As a result, the car remains mobile in soft ground and performs better when towing a heavy trailer load. For the toughest off-road conditions, the electronically variable rear differential can be fully locked while in torque mode using the PTM control on the centre console. The torque split is then fixed with 38% of drive being transmitted to the front wheels and 62% to the rear.

For extreme off-road use, there’s the optional Off-road Technology package. As well as increasing underbody protection, it includes an electronically variable rear differential (see page 89). This differential can also be manually locked to increase off-road traction.

The Cayenne is an excellent off-road performer with a wide range of other talents: off-road capability, comfort, sporting style and practicality.
Whatever the terrain, the passenger compartment provides a comfortable environment for up to five adult occupants. The partial-leather seats have 12-way electric adjustment for the driver and front passenger. The optional automatic air conditioning has separate temperature adjustment for the driver and front passenger. Alternatively, it’s a two-zone air-conditioning system with additional controls for the near rear occupants.

The luggage compartment offers 540 litres of loadspace. With the rear seats folded, this is increased to as much as 1,770 litres*. For easier loading, there’s an optional automatic tailgate (see page 140). Other load-carrying solutions include a roof transport system and a choice of towbars (manually detachable or electrically retractable). Both can be used with braked trailer loads up to 3,500 kg.

The passenger safety concept offers excellent protection for all occupants. The concept is based on a sophisticated body structure featuring multi-phase steels, energy-absorbing areas and side-impact protection. This is augmented by a comprehensive airbag system featuring full-size front airbags for driver and front passenger, integrated roof-mounted curtain airbags covering both rows of seats, and thorax airbags in the front seat backrests.

* Sports seats: 1,749 litres (VDA).
The Porsche 'S' has long been a mark of heightened sports performance. On the Cayenne S – as on many cars before – it means power, athleticism, more efficient dynamics – even greater driving pleasure.

To experience its effects, simply drop down a gear on the six-speed manual gearbox (option: six-speed Tiptronic S) and open up the throttle on the 4.8-litre V8 engine. Thanks to direct fuel injection (DFI), the effect is immediate with drive transmitted to a set of 18-inch Cayenne S II wheels. The car is propelled to 100 km/h (62 mph) in as little as 6.6 seconds. Maximum speed is 252 km/h (157 mph).

The naturally aspirated V8 develops 283 kW (385 hp) at 6,200 rpm. Maximum torque is 500 Nm from 3,500 rpm. This exceptional performance is, in part, achieved with the aid of variable valve timing and two-stage valve lift (VarioCam Plus). This system is also responsible for the smooth running characteristics, significantly improved fuel economy and lower exhaust emissions.

The engine sound is typically Porsche – even more so with the optional sports exhaust system (available in conjunction with Tiptronic S). As well as enhancing the acoustics of the car it features twin chromed-plated stainless steel tailpipes. The sports exhaust has a 'Sport' sound setting that is automatically enabled when the general 'Sport' mode is selected.

The handling characteristics and driving properties are exemplary for a car of such versatility. Equally impressive are the standard safety systems, including longer brakes with distinctive silver-finish calipers. Porsche Stability Management (PSM) is standard on all Cayenne models and provides a further reduction in braking distances (see page 98).

The Porsche Ceramic Composite Brake (PCCB) is available as optional equipment on the Cayenne S, Cayenne GTS and Cayenne Turbo.

The driving dynamics can be further enhanced with the optional air suspension featuring Porsche Active Suspension Management (PASM – see page 76).

Reaches places that others can only dream of. Like the heights of driving pleasure.

The Cayenne S.
The heightened performance of the Cayenne S is reflected throughout the interior. Special features include door-sill guards in stainless steel plus partial-leather seats with a genuine leather finish on the centres, inner side bolsters and head restraint centres. Both front seats have 12-way electric adjustment.

The optional sports seats provide additional lateral support and have a comfort memory package. In addition, the Cayenne S offers greater comfort, including a grained leather finish on the centre armrest. The automatic air conditioning has separate controls for the driver and front passenger as standard.

Instruments (Cayenne S)

Centre console (Cayenne S)

The familiar arrangement of five round instruments includes a large 3.9-inch display in the central dial. This is used for a wide range of information, including Tiptronic S gear display, ‘Sport’ mode confirmation or readouts from the Tyre Pressure Monitoring System.

Stylish features include an Aluminium Look finish on the instrument rings and a gear lever surround in satin-finish aluminium.

The Cayenne S. It's amazing how much difference one letter can make.
Developing the Cayenne GTS was an exercise in what we do best: more performance, more agility, a more immediate driving experience. In short: more sport – both visually and technically – designed exclusively for the road.

The 4.8-litre naturally aspirated V8 features direct fuel injection (DFI). It also includes a range of performance enhancements compared with the Cayenne S. The revised intake manifold and engine management system enable greater power and efficiency. The resulting 298 kW (405 hp) at 6,500 rpm and 500 Nm of torque at 3,500 rpm.

Drive is transmitted through a high-performance six-speed manual gearbox or optional six-speed Tiptronic S. The GTS model has a shorter final-drive ratio than the Cayenne S, which increases acceleration. The benchmark sprint to 100 km/h (62 mph) requires just 6.1 seconds (with standard manual gearbox). Maximum speed is 253 km/h (157 mph).

The engine sound is specially enhanced by the standard sports exhaust system.

Another special feature on the Cayenne GTS is the combination of steel-sprung sports suspension and Porsche Active Suspension Management (PASM) as standard (air suspension available as an option). The ride height has been lowered by 24 mm (20 mm on optional air suspension) to improve handling and high-speed stability. The car’s cornering potential is immediately apparent from the standard 21-inch Cayenne Sport wheels.
Engine power is more than matched by the red-caliper brakes with internally ventilated discs measuring 350 mm in diameter at the front. The Porsche Ceramic Composite Brake (PCCB) is available as optional equipment.

The front and rear sections are identical to those on the Cayenne Turbo. The carbon-fiber door moldings (front, side and rear) enhance the car’s powerful looks. An elongated roof spoiler with fixed bi-plane profile is available as a no-cost option. The side window surrounds, door handles and door-sill trim have a stylish black finish. Another feature unique to the GTS model is the pair of distinctive chrome tailpipes on the sports exhaust system.

The interior combines the same sporting style – from the stainless steel door-sill guards with Cayenne GTS logos to the high-grip padded leather steering wheel. The standard leather interior incorporates a range of surfaces on the dashboard, center console and door panels. The electrically adjustable sports seats combine luxury driving with high lateral support and include a comfort memory package.

The Cayenne GTS continues these traditions with power, practicality and driving pleasure.
So far, it all makes perfect sense.

The Cayenne Turbo.

Pulse-rate climbing. Silver down the spine. Both natural reactions in a turbocharged Porsche.

The Cayenne Turbo is one of the most remarkable examples of the Porsche performance principle. Blending power with comfort, it does so in style without ever compromising on either.

Start the ignition, and immediately you sense the energy latent in the 4.8-litre twin-turbo V8. Featuring direct fuel injection (DFI), it develops 500 hp (368 kW) at 6,000 rpm. Maximum torque of 700 Nm is available between 2,250 and 4,500 rpm.

Press the ‘Sport’ button on the centre console and the throttle becomes more responsive, the engine more dynamic and Tiptronic S more direct. At the same time, Porsche Active Suspension Management (PASM) is also switching to ‘Sport’ mode.

This enormous potential is transmitted to the road through the standard six-speed Tiptronic S. Running on 19-inch Cayenne Design wheels, the benchmark sprint to 100 km/h (62 mph) is completed in just 5.1 seconds. At 220 km/h (137 mph) the standard air suspension is automatically lowered to increase stability and aerodynamic efficiency. Maximum speed is 275 km/h (171 mph).

Porsche Active Suspension Management (PASM) continually modifies the damping force on each wheel based on changing road conditions and driving style. The optional Porsche Dynamic Chassis Control (PDCC) helps to minimise body-roll when cornering. This not only enhances occupant comfort, it also improves contact with the road.

Blending power with comfort, it does so in style without ever compromising on either.
Another impressive feature in the new braking system. The larger-diameter discs provide extremely high standards of active safety in all driving scenarios. As a result, the Cayenne Turbo achieves benchmark performance in deceleration and stability under load. The new calipers are larger in size with a distinctive red paint finish. The Porsche Ceramic Composite Brake (PCCB) is available as an option.

Externally, the Cayenne Turbo is instantly recognisable by the ‘power domes’ on the engine lid. Other standard features include Bi-Xenon headlights with static and dynamic cornering lights. Together with the integrated lights in the front air intakes, they lend additional presence and character to the car.

The standard BOSE® Surround Sound System delivers perfect sound at every seat position. Other standard features include Porsche Communication Management (PCM) with satellite navigation (see page 132).

The cluster of five round instruments in the Cayenne Turbo has a 5-inch colour display in the central dial. This provides information from a range of systems, including the on-board computer. The far right-hand dial contains the boost pressure gauge. All interior trim elements in the Cayenne Turbo have an elegant satin aluminium finish.

The Cayenne Turbo delivers perfect sound at every seat position. Other standard features include Porsche Communication Management (PCM) with satellite navigation (see page 132).

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Drive

1. Air intake system
2. High-pressure pump
3. VarioCam Plus
4. Regulator (rotary-vane adjuster)
5. Regulator (adjuster)
6. Injector (obscured)
7. VarioCam Plus (variable-geometry tappet with hydraulic valve clearance adjustment)
8. Inlet camshaft
9. Exhaust camshaft
10. Valve
11. Plate
12. Spark plug
13. Exhaust manifold
14. Turbocharger
15. Oil filter
16. Oil/coolant heat exchanger
17. Air-conditioning compressor
18. Oil pump pick-up pipe
19. Water pump (obscured)
20. Auxiliary drive belt
21. Throttle-valve limits (electronic throttle)
The engine is the heart of every Porsche. It is the single key to power, presence and sound, its unique Porsche character and performance.

On all four Cayenne engines, we have used direct fuel injection (DFI) to achieve a significant increase in specific power and torque as well as better fuel economy and lower emissions. All four units are marvelously compact in spite of their large displacement. The engine cooling system is extremely effective, coping easily with heavy trailer loads.

The Cayenne has a naturally aspirated 3.6-litre V6 with direct fuel injection and variable valve timing.

Maximum power output is 213 kW (290 hp) at 6,200 rpm with maximum torque of 385 Nm at 3,000 rpm. The results: 0 to 100 km/h (62 mph) in 8.1 seconds (with manual gearbox) and 227 km/h (141 mph).

The Cayenne S has a naturally aspirated 4.8-litre V8 with direct fuel injection and VarioCam Plus.

Maximum outputs are 283 kW (385 hp) at 6,200 rpm and 500 Nm of torque at 3,500 rpm. Top speed is 252 km/h (157 mph) with a manual gearbox and 250 km/h (155 mph) with Tiptronic S. The standard sprint to 100 km/h (62 mph) requires 6.6 seconds (manual) or 6.8 seconds (Tiptronic S).

Cayenne: 385 Nm at 3,000 rpm, 213 kW (290 hp) at 6,200 rpm
Cayenne S: 500 Nm at 3,500 rpm, 283 kW (385 hp) at 6,200 rpm

Taking a little. Giving a lot.
The heart of the Porsche Cayenne.
The Cayenne GTS has a more powerful naturally aspirated 4.8-litre V8 with direct fuel injection and VarioCam Plus. The induction system has been specially modified to increase power and efficiency. Maximum output is 298 kW (405 hp) at 6,500 rpm with 500 Nm of torque at 3,500 rpm. With the standard manual gearbox, the Cayenne GTS accelerates to 100 km/h (62 mph) in 6.1 seconds. Maximum speed is 253 km/h (157 mph).

The Cayenne Turbo has a 4.8-litre twin-turbo V8, also with direct fuel injection and VarioCam Plus. Maximum outputs are 368 kW (500 hp) at 6,000 rpm with 700 Nm of torque between 2,250 and 4,500 rpm. Top speed in appropriate track conditions is 275 km/h (171 mph). From a standing start, it reaches 100 km/h (62 mph) in a breathtaking 5.1 seconds.
Our greatest motivation:

to exceed our own achievements.

Powerkit Cayenne Turbo.

The Porsche Turbo is a simple concept: ultimate performance in every respect. The Cayenne Turbo continues this tradition with power, dynamism and agility. This capability can only be achieved when you're always striving to improve. Which is why even the Cayenne Turbo can offer increased power and, with it, greater active safety.

The optional Powerkit Cayenne Turbo increases maximum output from 500 to 540 hp.

This is achieved using a new intake manifold and a number of modifications to the engine management system. The result: 397 kW (540 hp) at 6,000 rpm.

Maximum torque is increased by 50 Nm to 750 Nm (between 2,250 and 4,500 rpm). Acceleration to 100 km/h (62 mph) requires just 4.9 seconds. Maximum speed is 279 km/h (173 mph).

Even the engine compartment immediately conveys the promise of pure performance. Special features include a throttle body cover in carbon fibre and a plaque in brushed aluminium. These are combined with a titanium-coloured intake manifold and silver-coloured ‘turbo’ logos.

The propeller shaft has also been revised to match the increased loads. The overall result: even greater exhilaration on the racetrack, even greater responsiveness on the road.

The Porsche Turbo is a simple concept: ultimate performance in every respect. The Cayenne Turbo continues this tradition with power, dynamism and agility. This capability can only be achieved when you're always striving to improve. Which is why even the Cayenne Turbo can offer increased power and, with it, greater active safety.

The optional Powerkit Cayenne Turbo increases maximum output from 500 to 540 hp.

This is achieved using a new intake manifold and a number of modifications to the engine management system. The result: 397 kW (540 hp) at 6,000 rpm.

Maximum torque is increased by 50 Nm to 750 Nm (between 2,250 and 4,500 rpm). Acceleration to 100 km/h (62 mph) requires just 4.9 seconds. Maximum speed is 279 km/h (173 mph).

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** Drive
** Fuel consumption

** Urban 22.5 l/100 km (12.6 mpg)
** Extra urban 10.5 l/100 km (26.9 mpg)
** Combined 14.9 l/100 km (19.0 mpg)

** CO2 emissions

** Combined 358 g/km

* Only available in conjunction with 19-inch Porsche wheels or larger (with requisite approval).

** Emissions were recorded in accordance with Directive 80/1268/EC on standard vehicles as valid at the time of publication. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre.
Power is the product of efficiency.

Lightweight alloy engine construction.

Less is more – less weight, more performance – is a key principle of Porsche design. The V8 Cayenne engines have a ‘closed-deck’ aluminium crankcase and lightweight aluminium bedplate. The cylinder block and the associated coolant channels are therefore a fully enclosed system. This not only reduces the weight of the engine, it also improves its dimensional stability. Since the engine is stronger, it also has a longer service life.

Other major lightweight components include cast aluminium pistons and aluminium cylinder heads. On the Cayenne Turbo, the pistons are forged to compensate for the higher loads. The Cayenne V6 has a cast iron crankcase and one-piece cylinder heads. On the Cayenne Turbo, the pistons are forged to compensate for the higher loads. The piston heads are cooled using oil-spray jets integrated in the main lubrication system.

A high-performance engine can only maintain its optimum capability over a long service life if all components are operating consistently within a specific temperature range.

Each engine remains within its optimum temperature range at all times. Coolant flows longitudinally through the crankcase, 80% serves the cylinder heads using the proven cross-flow principle (from hot to cold). On all Cayenne models, the piston heads are cooled using oil-spray jets integrated in the main lubrication system.

Other components include: engine cooling system.

Drive

Consistent performance and a longer service life.

Engine cooling system.

A high-performance engine can only maintain its optimum capability over a long service life if all components are operating consistently within a specific temperature range.

The V8 engines have an optimised coolant management system offering effective temperature control throughout the engine. While 20% of coolant flows longitudinally through the crankcase, 80% serves the cylinder heads using the proven cross-flow principle (from hot to cold).

On all Cayenne models, the piston heads are cooled using oil-spray jets integrated in the main lubrication system.

The V8 engines have an optimised coolant management system offering effective temperature control throughout the engine. While 20% of coolant flows longitudinally through the crankcase, 80% serves the cylinder heads using the proven cross-flow principle (from hot to cold).

Emissions, noise and fuel consumption remain low, while power and torque are improved.

Lubrication.

The V8 engines use dry-sump lubrication to ensure a consistent supply of oil in all load conditions.

The oil reservoir is located inside the engine. As well as saving space and reducing weight, the oil is always there where it’s needed. Oil is circulated around the V8 engines using a demand-driven pump and two-stage scavenging systems, providing optimum lubrication in even the toughest scenarios.

The V6 engine has a wet-sump lubrication system that is also designed for challenging conditions, e.g., performance road driving or extreme off-road gradients.
Controlling fuel delivery for optimum combustion.

Direct fuel injection (DFI).

All four Cayenne engines feature direct fuel injection.

As the name suggests, fuel is injected directly into each combustion chamber using electro-magnetic injectors offering extremely high precision in terms of both timing and volume. A high-pressure pump provides the necessary pressure of up to 120 bar.

The injector position and spray geometry have been carefully designed to improve power, torque and emissions. The swelling of the injected fuel creates a homogenous air/fuel mix, thereby enhancing combustion. At engine speeds up to 3,500 rpm, a double injection process is used. Here, the required fuel volume is delivered in two successive injections per working stroke. The results are faster catalyst warm-up and increased torque in the upper load range.

All four Cayenne engines feature direct fuel injection. By mixing the fuel and air directly in the combustion chamber, DFI contributes to engine cooling. As a result, it was possible to increase the compression ratio and therefore output and efficiency.

The engine management system regulates the injection process based on changing output requirements. Oxygen sensor circuits are used to monitor emissions and minimize impact on the environment (see page 60). This also reduces ownership costs.

From road to racetrack. At the push of a button.

'Sport' button.

All Cayenne models have a standard 'Sport' function with a choice of comfort-oriented ('Normal') or high-performance ('Sport') setup.

When 'Sport' mode is enabled using a button on the centre console, the engine management system selects a more 'aggressive' map for the electronic throttle. The pedal response is quicker and the engine more dynamic and direct. On vehicles with Tiptronic S, upshifts are performed later, downshifts earlier. The chassis control systems PASM and PDCC (if present) are also set to 'Sport' mode. Cars with air suspension are lowered to Low Level I, creating a firmer ride, more positive turn-in and better contact with the road.

The 'Sport' sound mode on the sports exhaust system (standard on Cayenne GTS; optional on Cayenne S with Tiptronic S) is also enabled when 'Sport' mode is selected.

Pedal response in 'Normal' and 'Sport' mode.

Comparison of electronic throttle map in 'Normal' and 'Sport' mode.

By raising the fuel and air directly in the combustion chamber, DFI contributes to engine cooling.
The V6 engine in the Cayenne features variable valve timing on both inlet and exhaust. The camshaft phase angles are continuously varied by the engine management system via rotary-vane adjusters. Each cylinder has four valves actuated by roller cam followers featuring hydraulic valve clearance adjustment. The results: high specific power and torque – even at low engine speeds. Above all, this technology improves fuel economy while further reducing emissions.

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VarioCam Plus creates two engines out of one by steplessly adjusting the inlet valve timing and lift. The system differentiates between normal road usage and performance driving, adapting seamlessly as driver inputs change. All functions are automatically controlled by the engine management system. All you experience is responsive acceleration and ultra-smooth running characteristics.

The V8 and V8 turbo engines.

The camshaft phase angles are continuously varied by the engine management system via rotary-vane adjusters. Each cylinder has four valves actuated by roller cam followers featuring hydraulic valve clearance adjustment. The results: high specific power and torque – even at low engine speeds. Above all, this technology improves fuel economy while further reducing emissions.

VarioCam Plus (V8 engines)
There is one fuel that will always be free.
Which is why we make the most of it.

Air intake system.

The Cayenne models are all equipped with a resonance air intake system. This simple technology uses the pressure waves generated by the inlet valves to ‘force’ air into the engine.

The effect is enhanced in the Cayenne, Cayenne S and Cayenne GTS by a two-stage intake manifold. This combines all the benefits of a long intake tube (higher torque at low rpm) with those of a shorter length (more power at higher rpm). On the Cayenne GTS, performance is enhanced by optimised airflow management in the intake manifold.

Although ‘naturally aspirated’, the Cayenne, Cayenne S and Cayenne GTS provide high torque ratings across the entire engine speed range.

Pressure is often the key to performance.

Turbocharging system in the Cayenne Turbo.

The Porsche Turbo is synonymous with performance, exhilarating acoustics and the finest engineering. The Cayenne Turbo has twin turbocharger units arranged in parallel. The low-volume intake pipes combine with short exhaust manifolds to achieve a rapid, emphatic response.

Incoming air is passed through a filter and compressed by the turbine units. Its temperature is then reduced in the intercooler system, which improves cylinder charging and limits thermal loads on the engine.

Boost pressure reaches 1.8 bar (absolute pressure) under full acceleration from just 2,500 rpm.

In normal road driving (part-throttle mode), the pre-throttle boost pressure is reduced in order to maximise fuel economy. When the car is driven more assertively, the turbines are ‘pre-spun’ so as to increase the pressure available. When the throttle is finally opened, the boost can be applied immediately.

Both turbo units are cooled by dedicated circuits from the main engine cooling system. This solution prevents oil degradation due to overheating.

For the driver, the result is seamless delivery of phenomenal power and torque.
Electronic engine management.

The electronic engine management system provides coordinated regulation of all engine functions and associated systems in all operating conditions. The basic principle of engine management is simple. Throughout each journey, the system monitors a range of input data and compares it with corresponding sets of reference values (maps). Key engine functions, such as ignition and injection, can be seamlessly and automatically adjusted. The result: optimum fuel economy and lower emissions as well as greater power and torque.

One of the most important systems controlled by engine management is the electronic throttle, a prerequisite for Porsche Stability Management (PSM). Other major functions include cylinder-specific knock control featuring automatic compensation for changes in fuel quality, demand-controlled fuel pump, Fuel-tank venting, heated oxygen sensors, Cylinder-specific knock control, on-board diagnostics, etc.

Engine management functions in the Cayenne.

- CAN interface to PSM control unit, transmission control unit, engine immobilisation, instrument cluster, air-conditioning control unit, 'Sport' button, on-board diagnostics, etc.

Engine management functions in the Cayenne S, Cayenne GTS and Cayenne Turbo.

- CAN interface to PSM control unit, transmission control unit, engine immobilisation, instrument cluster, air-conditioning control unit, 'Sport' button, on-board diagnostics, etc.

Maximum freedom requires total control.
The smallest things can make the biggest difference. Even a single spark.

Ignition system.

Committed to a purer driving experience.

Exhaust system.

The Cayenne models have a static high-voltage ignition system with separate ignition coils on each individual plug. As well as providing a more consistent spark, this is a more reliable alternative to a conventional distributor and leads. The role of the distributor is performed by the engine management system. As well as improving performance and economy, emissions are prevented at source. Each Cayenne model offers three clear benefits: lower servicing costs, more time on the road and a more eco-friendly use of resources. For more information on service intervals, please refer to the separate price list for the Cayenne model range.

Commitment to a purer driving experience.

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Precision control on road and track.

Comfort and durability on all terrain.

Six-speed manual gearbox.

The Cayenne, Cayenne S and Cayenne GTS are all equipped as standard with a six-speed manual gearbox. It is especially designed for the heavy loads encountered in high-performance, off-road and towing use.

The sports-oriented setup enables optimum progression through all six forward gears. The gear lever throw is short and precise, with only minimal driver effort required.

Gearbox performance is equally impressive in low-range mode. All components are specifically adapted for the demands of off-road driving, e.g., deep water crossings and gradients of up to 46° in every direction. Special features include the Porsche Drive-off Assistant, which enables easier hill starts without using the brakes.

The gear linkage is insulated from the engine and transmission, thereby eliminating vibration in the gear lever. For additional weight saving, the gearbox casing is made from lightweight die-cast aluminium.

Gear lever
The convenience of an automatic. The excitement of a sequential gearbox.

Six-speed Tiptronic S.

Each gearshift point is automatically selected based on current road conditions and driving style. Within a short space of time, you’ll develop a feel for the system and begin to influence gearshifts using the throttle alone.

The benefits of Tiptronic S are most apparent in high-performance driving. The immediacy of response, with practically no interruption in drive, is comparable with that of a manual gearbox. Tiptronic S automatically selects the optimum gearshift pattern, even in low-range mode. The low-range gearing is available at speeds of up to 15 km/h (9 mph). You can also return to high-range mode at up to 30 km/h (19 mph). For complete manual control, simply slot into manual and use the gearshift controls on the steering wheel. If you prefer, you can use the gear selector lever on the centre console. Even in automatic mode, you can change gear manually via the rocker controls on the steering wheel.

If there is no further manual input for a period of 8 seconds, the system reverts to automatic mode.

One of the special features in Tiptronic S is standby control. When the car is stationary in an active gear position and with the foot brake applied, the input clutch automatically disconnects the engine from the driveline, thereby reducing fuel consumption.

Other useful functions include a warm-up programme which temporarily suppresses upshifts in order to accelerate warming in the catalysts and thus reduce emissions. If rapid throttle inputs are detected, the system automatically selects the ‘Sport’ gearshift pattern, i.e., there is no need to use a ‘kickdown’ function. When the throttle is released quickly, e.g., on entering a corner, unwanted downshifts are prevented.

Mid-corner gearshifts are also suppressed, enhancing stability and safety. Under heavy braking, Tiptronic S shifts down to minimise engine braking. An incline sensor enables better upshift acceleration and better engine braking on descent.

Another special feature, Porsche Hill Holder, permits easy hill starts without the need to use the brakes.

Tiptronic S is standard equipment on the Cayenne Turbo and optional on the other three models. The six forward ratios transmit power with smoothness, efficiency and precision - whatever your choice of terrain.

In automatic mode, the gearshift maps range from maximum economy to maximum performance. The gearbox cooling system is specifically designed to match the performance, transport, towing and off-road capabilities of all Cayenne models.
Drive
Applying power with intelligence.

Porsche Traction Management (PTM).

Combining a range of systems and functions, Porsche Traction Management (PTM) actively distributes engine torque precisely where it is needed most.

At the heart of PTM is a permanent all-wheel drive system with electronically variable centre differential. The standard torque split of 38% to the front axles to the rear can be automatically varied to match changing driving conditions. For the toughest off-road terrain, the differential can be locked via the PTM control on the centre console. Other major features in PTM include a two-speed transfer gearbox (shift leverage gearing for off-road use), an automatic brake differential (ABD) and anti-slip regulation (ASR).

Combined, they enable exceptional performance and vehicle control in normal road driving or off-road terrain.

PTM uses the ABD and ASR functions to achieve dynamic handling and increased traction. At the heart of PTM is a permanent all-wheel drive system with electronically variable centre differential. The standard torque split of 38% to the front axles to the rear can be automatically varied to match changing driving conditions. For the toughest off-road terrain, the differential can be locked via the PTM control on the centre console. Other major features in PTM include a two-speed transfer gearbox (shift leverage gearing for off-road use), an automatic brake differential (ABD) and anti-slip regulation (ASR).

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Precision. One of the most important words in the Porsche engineering vocabulary. Essential both in the application of power and in the feedback received from the road.

It is the absolute ideal that must be attained, whatever the obstacles that stand in our way. From the varied requirements of everyday use to the most demanding off-road terrains. Only then can we achieve the performance you rightly expect from a Porsche.
1. Compressed air cylinder
2. Air suspension and PASM control unit
3. Air suspension struts
4. Air suspension compressor
5. Catalytic converter
6. Silencers
7. Gear selector unit (Tiptronic S)
8. Tiptronic S transmission
9. Two-stage transfer gear box with lockable centre differential
10. Double wishbone suspension
11. Multi-link suspension

Chassis
Chassis

Precision in design. Precision on the road.

Front axle.
A powerful and responsive engine requires an equally responsive chassis.

The subframe is secured on rubber mountings that minimise road noise and thus enhance engine acoustics. Made from lightweight high-strength steel, the front suspension subframe is specially constructed to increase the rigidity of the car. The resulting benefits include greater stability, greater comfort and even greater active and passive safety. In the event of an accident, the subframe deforms in a predefined manner to provide additional protection for the passenger compartment.

The lower suspension links and track rods have a special steel construction offering greater strength. The upper links are located high in the wheel arches and can therefore be made from lightweight forged aluminium. The suspension struts are angled to allow longer suspension travel and create a deeper and wider cargo area. As well as providing additional space, the car is easier to load. A key advantage of the rear axle design is its ability to minimise dive and squat under acceleration and braking. It also uses active toe-angle control to improve mid-corner stability and compensate for sudden load transfer, e.g., lift-off oversteer. In short: a chassis you would expect from Porsche. Specially developed in Weissach.

Rear axle.
A balanced chassis is essential on any car and one of the major challenges in vehicle design. On all four Cayenne models, we solved this problem using multi-link rear suspension. Ideal for performance road and track use, it also copes well with extremely high towing and carrying loads that are possible with each Cayenne.

The subframe is more accurate and agile and is enhanced with minimal disturbance on uneven surfaces. The subframe is secured on rubber mountings that minimise road noise and thus enhance engine acoustics. Made from lightweight high-strength steel, the front suspension subframe is specially constructed to increase the rigidity of the car. The resulting benefits include greater stability, greater comfort and even greater active and passive safety. In the event of an accident, the subframe deforms in a predefined manner to provide additional protection for the passenger compartment.
Exceptional power requires accurate direction.

Steering.

For optimum manoeuvrability, on and off road, all Cayenne models have variable-rate steering and special valve settings in the power steering system. Lock-to-lock travel is a modest 2.65 turns, while the turning circle is just 11.7 metres.

The steering wheel can be adjusted by 50 mm for reach and 40 mm for height. Both adjustment options are electrically assisted on the Cayenne GTS and Cayenne Turbo. Electric adjustment is also available as an option on the Cayenne and Cayenne S as part of the optional comfort or sports seat package (each with comfort memory package). The optional padded steering wheel (standard on Cayenne GTS) brings added sporting style to each model.

Servotronic.

Servotronic is a speed-sensitive power steering system available as an option on all Cayenne models.

At higher speeds, the steering becomes firmer, inputs are more precise and driver comfort is greatly enhanced. At lower speeds, it enables easy manoeuvrability and parking.

For optimum manoeuvrability, on and off road, all Cayenne models have variable-rate steering and special valve settings in the power steering system. Lock-to-lock travel is a modest 2.65 turns, while the turning circle is just 11.7 metres.

The electrically adjustable steering column has a driver-selectable ‘Easy Entry’ function, which raises the steering wheel towards the dashboard whenever you enter or leave the car. The comfort and sports seat options (standard on Cayenne GTS and Cayenne Turbo) have a comfort memory package that stores your preferred wheel position as well as seat and exterior mirror settings.

The steering column consists of multiple collapsing sections linked by three universal joints. A special deformation element offering 70 mm of travel provides a high level of safety in the event of front impact.

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Choices.

Standard wheel fitments are as follows: 17-inch Cayenne alloys on the Cayenne, 21-inch Cayenne S III on the Cayenne S, 21-inch Cayenne Sport on the Cayenne GTS and 19-inch Cayenne Design on the Cayenne Turbo.

For a more personal touch, you can choose from a range of wheel options (see page 169).

Tyre Pressure Monitoring (TPM).

The optional TPM warns of any drop in pressure via the on-board computer display. In addition, the driver can check the individual pressures at all four wheels via

the multipurpose display in the instrument cluster.
Active damping adjustment for optimum performance and comfort.

**Porsche Active Suspension Management (PASM).**

PASM is an electronic damping control system. It offers continuous adjustment of individual damping forces based on current road conditions and driving style. PASM is standard on the Cayenne Turbo in conjunction with air suspension.

Both systems are optional on the Cayenne and Cayenne S. The Cayenne S has an exclusive combination of PASM and high-performance sport-sprung suspension. The Cayenne is lowered by 24 mm.

During performance driving or heavy off-road use, there is a greater tendency for the body to roll. PASM prevents this from happening, thereby improving stability and occupant comfort.

PASM has three setup modes: ‘Comfort’, ‘Normal’ and ‘Sport’. In all three cases, the system uses a series of sensors to monitor the movement of the body, e.g., under acceleration and braking or on poor road surfaces. It also gathers data on vertical acceleration, steering angle, brake pressure and engine torque. The PASM control unit then evaluates this information and modifies the damping forces in accordance with the selected mode.

PASM remains active at all times, adapting to the changing conditions. If the road surface deteriorates while travelling in ‘Sport’ mode, for instance, the system immediately changes to a softer rating, thereby improving road contact. When the road surface improves, PASM automatically reverts to the original, harder rating. This not only increases stability and safety, it also enhances comfort.
Chassis

No matter how tough the terrain, you are literally floating on air.

Air suspension.

1. High Level II. 56 mm above Normal Level, maximum ground clearance: 271 mm. Selectable at speeds of up to 30 km/h (19 mph) for extreme off-road use. Maximum approach angle on gradients: 31.8°.

2. High Level I. 26 mm above Normal Level, maximum ground clearance: 241 mm. Selectable at speeds of up to 80 km/h (50 mph) for off-road use.


4. Low Level I. 24 mm below Normal Level, maximum ground clearance: 191 mm. Suspension is firmer and drag is reduced. Automatically selected above 125 km/h (78 mph).

5. Low Level II. 34 mm below Normal Level, maximum ground clearance: 181 mm. Automatically selected above 210 km/h (131 mph), not manually selectable.

6. Loading Level. 54 mm below Normal Level, maximum ground clearance: 161 mm. Lowest available setting, enabling easier loading of vehicle. Only selectable when vehicle is stationary. When setting off, suspension automatically reverts to Normal Level.

Cayenne GTS.** The Cayenne GTS is 20 mm lower than the other Cayenne models at Normal Level, High Level I and High Level II, and 5 mm lower at Low Level I. 40 mm lower at Normal Level and 50 mm lower at Low Level II and Loading Level on the same.

The Cayenne Turbo has an air suspension system featuring self-levelling, ride-height control and PASM as standard. The system is optional on the Cayenne. Cayenne S and Cayenne GTS. On the Cayenne GTS, there’s a 20-mm reduction in ride height at Normal Level, High Level I and High Level II.

The self-levelling facility maintains a constant ground clearance, regardless of vehicle load. With the ride-height control on the centre console, you can readily vary the ground clearance. The current ride-height setting is indicated in the instrument cluster and on a separate LED display on the centre console.

** PASM standard on Cayenne GTS.
* With air suspension.

· 79 ·
· 78 ·
Chassis
Active prevention of body roll when cornering.
For greater comfort and control.

Porsche Dynamic Chassis Control (PDCC)

Among the key objectives of Porsche chassis design are optimum road holding and precision steering. Both of these characteristics can be further enhanced with Porsche Dynamic Chassis Control (PDCC). It is available as optional equipment on all Cayenne models in conjunction with air suspension/ PASM (standard on Cayenne Turbo, optional on all other models).

PDCC is an active anti-roll system that anticipates and significantly reduces lateral body movement when cornering. It also minimizes oscillation on rough road surfaces. As a result, the car remains stable and easy to control. This is achieved with the aid of active anti-roll bars on the front and rear axles. The system responds to the current steering angle and lateral acceleration by producing a stabilizing force that precisely negates the swaying force of the body.

The benefits are better traction and occupant comfort both on and off the road.

For the driver, PDCC provides greater agility at every speed, more responsive steering and stable load transfer characteristics. Combined, these represent a new benchmark in steering precision. Performance and comfort are both improved, and with them, driving pleasure.

When the low-range gearing is selected, PDCC automatically switches to off-road mode. Essentially, this allows the two halves of each anti-roll bar to rotate further in opposition to each other. This in turn enables greater wheel articulation, which improves traction on uneven surfaces.

Since each wheel has more contact with the ground, more drive can be transmitted (see page 86).

Vehicles with PDCC have a silver finish on the centre console chassis controls.

High-speed cornering without PDCC
High-speed cornering with PDCC
Setting new objectives. Accepting no limits.

Reaching your destination — whatever it may be.

Applying power with ingenuity and intelligence. That is strength of character.
Above all, the Cayenne is a Porsche. Wherever your journey takes you.

Off-road capability.

Every Porsche is designed and built to the highest possible standards – in dynamics, agility, safety, comfort and everyday practicality. Combined, the result is pure driving pleasure. With the Cayenne models: on any terrain.

All four cars were developed for the road – and much of the land beyond. Simply shift the transfer gearbox into ‘low-range’ mode and the car is ready for any terrain.

Porsche Traction Management (PTM) and Porsche Stability Management (PSM) make a range of modifications, including automatic selection of low-range gearing, a high-traction off-road chassis programme (with off-road ABS and ABD) and High Level I on vehicles with air suspension.

The centre differential, part of the all-wheel drive system, can be fully locked for the toughest conditions.

At High Level II, the ground clearance is increased by a further 30 mm. All models can negotiate gradients of up to 45° (100%). Hill-starts are easy with the Hill Holder function in Tiptronic S and Porsche Drive-off Assistant on vehicles with manual gearbox.

Note: the Cayenne GTS has restricted off-road capability.

28.6° front max. approach/departure angle** rear 22.8° 31.8° front max. approach/departure angle*** rear 25.4° 29.7° front max. approach/departure angle* rear 23.3° 20.4° max. ramp breakover angle* 24.7° max. ramp breakover angle** 21.1° max. ramp breakover angle*** 500 mm max. wading depth* 555 mm max. wading depth** 535 mm max. wading depth*** * Cayenne and Cayenne S with steel-sprung suspension. ** Cayenne, Cayenne S and Cayenne Turbo with air suspension in High Level II. *** Cayenne GTS with air suspension in High Level II.

Off-road
Porsche Hill Control (PHC) uses engine braking to enable steady descent on otherwise hazardous gradients at speeds of up to 20 km/h (12.5 mph). If one or more wheels begin to lose traction, PHC compensates by applying increased engine braking on those that retain contact with the ground. With no need to adjust braking, the driver can concentrate fully on steering the car.

With steel-sprung suspension, the maximum wading depth is 500 mm.* With the optional air suspension (standard on the Cayenne Turbo), the car is secure to a depth of 555 mm.**

On extremely uneven terrain, you can smooth your path with the optional Porsche Dynamic Chassis Control (PDCC). Featuring active anti-roll bars, the PDCC off-road mode is automatically enabled whenever ‘low-range’ mode is selected. With greater articulation of each wheel, there is less unwanted body-roll and occupant comfort is improved.

PDCC in on-road mode: reduced wheel articulation
PDCC in off-road mode: increased wheel articulation
Cayenne GTS: 476 mm.
Cayenne GTS with air suspension: 535 mm.*

* Cayenne S: 476 mm.
* * Cayenne S: 535 mm.
Applying power with sensitivity, protecting with strength.

Off-road Technology package.

Available as a factory-fitted option on all Cayenne models, the Off-road Technology package incorporates an electronically variable and lockable rear differential as part of the standard all-wheel drive system. Other features include high-strength rock-rails with integrated skid plates, a reinforced engine-bay guard, enhanced protection for the fuel tank and rear axle, and a second towing lug.

The rear differential enables optimum distribution of engine torque in difficult off-road terrain. A fully automated part of the all-wheel system, its primary function is to optimise traction. If one of the rear wheels begins to lose grip, the differential varies the torque transmitted through each drive shaft, thereby restoring traction.

In low-range mode, the rear differential can be manually locked using the main off-road control on the centre console. In this state, both rear wheels receive the same amount of torque.

For additional off-road protection, optional wheel-arch extensions (black finish) and running boards with integrated skid plates are available.

* Not available for the Cayenne GTS.
Finding new ways.
Breaking new ground.
Yet always prepared
for every eventuality.

That’s always been our
philosophy at Porsche –
and fundamental to the
Cayenne models.
The Cayenne Turbo comes with Bi-Xenon headlights featuring dynamic range control and integrated cleaning, as well as static and dynamic cornering lights.

The dynamic cornering light function uses the road speed, yaw velocity (speed of rotation around the vertical axis) and steering angle to calculate the course of each corner. The system then calculates the optimum angle of illumination for the swivel-mounted Bi-Xenon lights up to a maximum of 15°. Visibility is much improved in every corner and potential obstacles are easier to identify. The system is also available as an option on the Cayenne, Cayenne S and Cayenne GTS.

The static cornering lights are extremely useful when turning at a junction, even at lower speeds. Depending on the amount of steering lock applied, they can illuminate an unlit side street.

The new daytime running lights (dipped-beam headlights and side-lights) can be set to automatically activate when the car is started.

Headlight (Cayenne, Cayenne S and Cayenne GTS)

All Cayenne models have round H11 foglights on the front apron.

Sidelights and indicators are neatly combined as rectangular units in the outer air intakes.

The rear lights are designed as recessed modules. The reversing lights, brake lights and high-level third brake light feature high-speed LEDs.

The doors and tailgate are fitted with red safety lights. An additional pair of indicators are located in the front wheel arches, where they are visible from the front, side and rear of the car.

It's always a pleasure taking corners in a Porsche. Especially now they’re so visible at night. The Cayenne, Cayenne S and Cayenne GTS are all equipped as standard with an H7 projector-beam headlight system featuring manual range control and reflection high-beam lights. Side lights and indicators are neatly combined as rectangular units in the outer air intakes.

The Cayenne Turbo comes with Bi-Xenon headlights featuring dynamic range control and integrated cleaning, as well as static and dynamic cornering lights.

The dynamic cornering light function uses the road speed, yaw velocity (speed of rotation around the vertical axis) and steering angle to calculate the course of each corner. The system then calculates the optimum angle of illumination for the swivel-mounted Bi-Xenon lights up to a maximum of 15°. Visibility is much improved in every corner and potential obstacles are easier to identify. The system is also available as an option on the Cayenne, Cayenne S and Cayenne GTS.

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The new daytime running lights (dipped-beam headlights and side-lights) can be set to automatically activate when the car is started.
Porsche has always been synonymous with acceleration. That's only half the story.

Braking system.

Porsche braking systems are renowned worldwide as the benchmark in performance and stability. The Cayenne models continue this tradition, offering excellent deceleration – even when fully laden with five adult occupants, a full complement of luggage and a braked trailer load of up to 3,500 kg (Cayenne GTS with steel-sprung suspension: 3,080 kg).

All Cayenne models have internally vented discs all round. This simple yet highly effective design ensures consistent brake performance.

The front disc dimensions (diameter/thickness) are 330 mm/32 mm on the Cayenne, 350 mm/34 mm on the Cayenne S and Cayenne GTS, and 380 mm/38 mm on the Cayenne Turbo.

All models have race-inspired monobloc aluminium brake calipers at the front and four piston equivalents at the rear. The Cayenne Turbo has a new and more powerful braking system to offset its higher performance. The fixed calipers on the Cayenne Turbo are noticeably larger and have a striking red paint finish. The calipers on the Cayenne GTS are also red, while the Cayenne S has silver and the Cayenne black.

Braking is assisted by a pedal booster and large brake master cylinder. The hydraulically operated parking brake uses a duo-servo system mounted on each of the rear discs.

Porsche Stability Management (PSM) features two additional brake functions: electronic brake prefill prior to an emergency stop and all-wheel brake assist. See page 98 for more information on PSM.

All brake pads are fitted with individual wear sensors. When new pads are required, a warning light is illuminated in the instrument cluster.

Brakes are assisted by a tandem booster and large brake master cylinder. The foot-operated parking brake uses a duo-servo system mounted on each of the rear discs.

Porsche Stability Management (PSM) features two additional brake functions: electronic brake prefill prior to an emergency stop and all-wheel brake assist. See page 98 for more information on PSM.

All brake pads are fitted with individual wear sensors. When new pads are required, a warning light is illuminated in the instrument cluster.

The brake lines serving each of the rear calipers feature special off-road protection against rocks and other debris.

Safety
As an optional alternative, the Cayenne S, Cayenne GTS and Cayenne Turbo can all be equipped with the race-proven Porsche Ceramic Composite Brake (PCCB)*.

The large disc diameter (410 mm front and 370 mm rear) adds significantly to brake performance. The discs are made from a specially treated carbon-fibre compound that is sintered in a high-vacuum process at 1,700 °C. The resulting material is not only much harder than cast iron, it is also more resistant to heat. Even at high temperatures, the thermal resistance of the PCCB disc ensures excellent dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

The pads are mounted in six piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The pedal response is fast and precise with only moderate input required. PCCB enables shorter braking distances even under the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from high speed.

The Porsche Ceramic Composite Brake (PCCB) is a visible acknowledgement of Porsche race engineering. The key advantage is a total weight saving of approximately 50% compared with equivalent cast-iron discs. As well as enhancing performance, the angling and rotating masses are lightened. The result: greater comfort and roadholding on uneven road surfaces plus better handling and agility.

* Compatible with 20-inch wheel diameter or greater as well as 19-inch collapsible spare wheel.
All Cayenne models are equipped with Porsche Stability Management (PSM) as standard. This electronic control system uses a range of functions – including anti-lock braking (ABS) – to help stabilise the vehicle and make it fulfil its maximum road potential. Throughout each journey, PSM relies on a range of sensors to monitor the direction, speed, yaw velocity (speed of rotation around the vertical axis) and lateral acceleration of the car. The system then calculates the actual direction of travel. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability. If necessary, PSM can also intervene in the engine management system to temporarily modify the amount of drive to the wheels.

PSM has two additional functions that help reduce braking distances. If the throttle pedal is released suddenly, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding discs. If the driver goes on to apply the brakes, the calipers respond more quickly. In an emergency stop – i.e., when the pressure on the brake pedal exceeds a certain threshold – the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.

PSM makes a significant contribution to car and trailer safety – within the laws of physics. It compensates for load transfer caused by throttle and brake inputs up to the maximum degree of lateral acceleration. It also enhances the car’s driving dynamics and directional stability when accelerating on variable road surfaces. PSM can also intervene through the locking centre and axle differentials as part of Porsche Traction Management (PTM). Other features include a special control strategy in the PSM-integrated ABS for braking on loose surfaces such as gravel or snow. By briefly locking the wheels, a wedge is formed ahead of each tyre which provides additional purchase to help slow the car. For a more active driving experience, PSM can also be disabled. For safety reasons, it remains active in the background, ready to intervene in critical scenarios.

Expecting the best means preparing for the worst. Porsche Stability Management (PSM).

Safety
Our ongoing development of the lightweight steel body is key to the rigidity of the Porsche Cayenne. The triple-skin structure with robust three-box sections provides exceptional strength and occupant protection, particularly in the all-important roof area.

In the event of an accident, a system of side and cross-members at the front of the car helps to channel impact energy in a safe and predetermined manner. Energy is absorbed by a three-tier deformation zone that shields the passenger cell. In areas with limited capacity for deformation, the interior is protected by high-tensile steel reinforcements, including side intrusion beams in each of the doors.

Safety is more than skin deep.

**Bodyshell construction.**

With the combination of high strength and consistent deformation properties, the multiphase steel used throughout the body fulfils two key safety requirements. Tailored blanks are employed in a number of areas to form effective crush protection structures, e.g., around the longitudinal members and roof rails.

Result: the Cayenne models comply with all legal requirements for all types of crash protection, including frontal, side, diagonal and rear impact, as well as rollover damage and frontal or side post impact.
With over 50 years in motorsport, we appreciate the importance of safety.

**Airbags.**

All Cayenne models are equipped with full-size front airbags for driver and front passenger as standard. These are augmented by a side-impact protection system featuring a thorax airbag in each front seat. Curtain-type airbags on each side of the roof provide extensive head protection for both rows of seats. When these are deployed, they form a protective cushion along the side of the car with a total volume of around 20 litres.

Two additional impact sensors are located at the front of the car to enable better detection of a head-on collision. As a result, the front airbags can be more accurately deployed in response to the specific characteristics of what can often be a complex impact scenario.

The driver and front passenger airbags use a gas generator based on an organic propellant. As a result, the airbags are lighter, more compact and easier to recycle. A rollover detection system provides additional protection in the event that the car were to overturn. Using sensor-acquired data, it enables early deployment of the curtain airbags and triggers the seat-belt pre-tensioners.

**Interior safety features.**

The Cayenne models feature three-point seat belts on all five seats, as well as seat-belt pre-tensioners (front and outer rear seats) and force limiters (front seats only). The front passenger seat and outer rear seats are also equipped with ISOFIX mounting points for compatible child seats. If a child seat is mounted on the front passenger seat, the corresponding airbag can be quickly deactivated using a key-operated switch.
Environment

Pushing to the limit.
Achieving the best.
Celebrating performance.

Yet always with consideration
for the bigger picture.
For the wider world around
you.

Because when we go to every
extreme, we do so in every respect.
Achieving the highest standards
of all-terrain performance with
the highest possible efficiency.
The secret of performance? Efficiency.

OBD II on-board diagnostics. The key components, however, are the primary and secondary catalytic converters on the twin exhaust tracts. Each catalyst has a rapid warm-up cycle so emissions are reduced sooner when starting from cold. Another important feature is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate control system which the engine management system uses to establish the optimum air/fuel mix and monitor the efficiency of the catalytic converters.

Exhaust emission.

The Cayenne models are all equipped with the very latest emissions technologies. As a result, they comply with both the stringent EU exhaust emission standard as well as LEV – LEV (Cayenne and Cayenne Turbo) and LEV II – LEV (Cayenne S and Cayenne GTI) regulations in the United States. Whichever class, every Porsche combines high performance with only moderate emissions. On the Cayenne models, this is achieved using an advanced engine concept featuring direct fuel injection, VarioCam Plus (V8 engines) or variable valve timing (V6 Cayenne) as well as OBD II on-board diagnostics. The key components, however, are the primary and secondary catalytic converters on the twin exhaust tracts. Each catalyst has a rapid warm-up cycle so emissions are reduced sooner when starting from cold.

Another important feature is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate control system which the engine management system uses to establish the optimum air/fuel mix and monitor the efficiency of the catalytic converters.
Fuel economy.

At Porsche, we’re using innovative technologies to increase performance while enhancing fuel economy. With direct fuel injection (DFI), we’ve made our engines more efficient in terms of both output and consumption. DFI is combined with VarioCam Plus in the V8 engines and variable valve timing in the Cayenne V6. As well as improving performance and economy, both of these systems help to minimize engine emissions. The large-volume exterior on each Cayenne model further improves efficiency.

Fuel system.

We have also applied the highest engineering standards to protect the environment from fuel evaporation. The non-return fuel supply system provides a considerable reduction in vapour emissions. The fuel lines are partly constructed from steel, while those carrying vapour are made from multi-layer plastics. A large active-carbon filter and multi-layer plastic fuel tank help reduce evaporation even more. A leak detection pump is also included to monitor the integrity of the fuel tank system.

Acoustics.

Think of a Porsche and what do you hear? One of the most distinctive sounds on the road. A sound created not just by the engine, but also by the absence of unwanted noise. To minimize ‘play’ between engine components under all load conditions, we’ve used stronger, lighter and more temperature-resistant materials. This reduces mechanical noise and eliminates the need for engine encapsulation. Large-volume silencers and air intake manifolds also help to minimize noise – throughout the life of the car.

Tyre noise has been drastically reduced in collaboration with our official tyre partners. Wind noise levels have also been lowered thanks to aerodynamic refinements.

All that remains is the Porsche sound – as legendary as ever.
Although every journey is a pleasure in a Porsche, there’s one you won’t have to make too often. Thanks to the lengthy service intervals and long-life components, we may not be seeing you for some time.

In the case of the oil filter, for example, all that’s replaced is an easily recyclable paper element. The oil filter casing remains on the car.

All moving parts inside the engine are fully self-adjusting. The valve clearances, for example, feature automatic hydraulic control. All camshafts have a zero-maintenance chain-drive system. With single-spark coils on each of the cylinders, the entire ignition system, with the exception of the spark plugs, is maintenance-free. These modest servicing requirements mean less waste disposal and fewer demands on natural resources. They also lower the cost of ownership while keeping your car on the road.

Service intervals for the Cayenne models are dependent on a range of factors, including local fuel quality. For full details of service intervals in your country/region, please consult the relevant price list or contact your Porsche Centre.

Owning a Porsche should be a lasting pleasure with minimal impact on the environment. That’s why every Porsche is built to endure both technically and in terms of design. The lightweight exhaust on the Cayenne models, for example, is constructed from long-life stainless steel.

Weight reduction is a fundamental part of the Porsche design philosophy. By using a greater proportion of high-strength materials, e.g., special steels, cast aluminium alloys and synthetic materials, we have successfully reduced the weight of each car and therefore its fuel consumption. Every production process we use at Porsche is designed with the environment in mind. Also, every Porsche model is entirely free of asbestos, CFCs and components manufactured using CFCs. All legal requirements in respect of recycling are fulfilled. Materials are labelled in accordance with VDA 260, enabling better recycling of worldwide vehicles and individual parts and assemblies.

While more than 85% of the car can be recycled using current technologies, the chances are your new Cayenne may never need recycling at all. After all, two thirds of all the cars we have ever made are still on the road today.
Comfort

Experience freedom. Go where you want. In a car where everything is precisely where it ought to be.

Where exceptional ergonomics and the finest materials create a special driving environment.

Where attention to detail and generous space provide excellent occupant comfort.
As on every Porsche, the interior of the car is designed around the driver. The instrument and controls are logically arranged for intuitive operation.

Every interior feature is elegantly crafted with quality, comfort and performance in mind. Directly before you is the familiar cluster of five round instruments and a three-spoke steering wheel with height/reach adjustment and leather rim. In the Cayenne GTS and Cayenne Turbo, the standard wheel is electrically adjustable.

All four models come with leather upholstery on the seat centres, inner side bolsters and head restraints as well as the gear lever/selector, door handles, centre console armrests and door panel accents.

On the Cayenne GTS and Cayenne Turbo, the leather extends to parts of the dashboard, centre console, door panels and steering wheel airbag module.

The sporty interior in the Cayenne GTS includes Alcantara on the seat centres, roof lining and parts of the door trim panels. The centre console has an Alcantara Look finish, perfectly complemented by the "Sport" aluminium package.

Options available on all Cayenne models include a three-spoke multifunction steering wheel with leather rim and a padded steering wheel for added sporting style (standard on Cayenne GTS).
Long-distance comfort on the road. Lateral support on the racetrack.

The Cayenne and Cayenne S have comfort seats as standard with the option of a comfort memory package as standard. Special features include electric adjustment on the front seats (12-way), steering column and driver’s seatbelt height. The comfort memory package stores seat, mirror, steering wheel and seatbelt height settings for up to three different drivers. The passenger side memory also stores up to three sets of preferences. The comfort seats are also available as an option on the Cayenne and Cayenne S.

The Cayenne Turbo has comfort seats with comfort memory package as standard. Special features include electric adjustment on the front seats (12-way), steering column and driver’s seatbelt height. The comfort memory package stores seat, mirror, steering wheel and seatbelt height settings for up to three different drivers. The passenger side memory also stores up to three sets of preferences. The seatbelt buckle is mounted on the seat, which means the belt is comfortable and secure however the seat is positioned. Other important passive safety features include seatbelt pre-tensioners and force limiters. All front seats are available with embossed Porsche Crest on the head restraints as an option.

Front seats.

Ergonomically crafted, the standard front seats in the Cayenne models offer high lateral support, extensive variability and excellent long-distance comfort.

The Cayenne and Cayenne S have comfort seats as standard with the option of a comfort memory package. The Cayenne GTS comes with sports seats and a comfort memory package as standard (both optional on all other models).

The standard comfort seats in the Cayenne and Cayenne S offer electric fore/aft, height, backrest, squab angle and lumbar support adjustment for the driver and front passenger.

The Cayenne Turbo has comfort seats with comfort memory package as standard. Special features include electric adjustment on the front seats (12-way), steering column and driver’s seatbelt height. The comfort memory package stores seat, mirror, steering wheel and seatbelt height settings for up to three different drivers. The passenger side memory also stores up to three sets of preferences. The seatbelt buckle is mounted on the seat, which means the belt is comfortable and secure however the seat is positioned. Other important passive safety features include seatbelt pre-tensioners and force limiters. All front seats are available with embossed Porsche Crest on the head restraints as an option.
Rear seats.

Comfort and safety are fundamental requirements in every Porsche. All seats in the Cayenne models have detachable head restraints. On the outer rear seats, the head restraints are height-adjustable.

The sports seat package has a three-seater rear bench with sports-style five-seater design. Basic features include higher side bolsters and detachable head restraints.

For added protection, we’ve used energy-absorbent elements on the seats, doors, roof pillars, roof and upper seat-belt deflection points.

The rear seats are designed with practicality in mind, including a 60/40 split-folding facility. Additional features include an optional load-through facility, which can also accommodate a snowboard.

Child seats.

Safety and comfort are also assured for the youngest of Porsche passengers (up to 12 years of age). The Porsche range of ISOFIX-compatible child seats install quickly and easily on the front passenger and outer rear seats using the standard ISOFIX mounting points. All seats are available from Porsche Tequipment.

Generous space for up to three adult passengers. With the option of additional loadspace.
Achieving the highest standards of comfort requires careful attention to detail. Which is why all Cayenne models offer a wide range of storage options. These include a sunglasses holder in the roof console, a divider in the centre console and a handy drawer beneath the front passenger’s seat.

There are also two adjustable cupholders at both front and rear featuring a variable diameter for a wide range of drinks containers.

The interior of each model is generously equipped with reading lights at all seat positions, illuminated vanity mirrors in the sun visors and door handle illumination. Other interior lighting features include a delay function on the rooftop lights and footwell illumination, front and rear.

Combined, they enhance your enjoyment of the car as well as its practicality.

Depending on optional equipment, all Cayenne models have a total of five interior 12-Volt power points. Two sockets are located at the front of the car (passenger footwell and centre console), one in the rear seat area and two in the luggage compartment.* Each socket can be used at any time to power electrical appliances such as a notebook computer.

Available as a factory-fitted option from Porsche Exclusive or accessory from Porsche Tequipment, the Porsche Rear Seat Entertainment package includes two display consoles, a media player, two wireless infrared headphones, a remote control and a DVD storage pocket.

The system is compatible with all standard media formats (e.g., CD, DVD and MP3). It is also possible to connect two separate and individually selectable AV sources, e.g., games console or digital camera.

Designed to the highest standards of safety and ergonomics, it blends harmoniously within the passenger compartment.

The display consoles are trimmed in matching interior leather and are located on the front seat backrests. Each one contains a 7-inch swivel-mounted TFT display.

The media player is elegantly incorporated within the display console on the front passenger seat.

When you are in the passenger seat, you can enjoy genuine comfort in the detail. You don’t have to drive to enjoy the Cayenne.
Perfect conditions. Whatever the weather.

Maximum visibility. Maximum protection.

Air-conditioning systems.

The 9S Cayenne has a manually operated air-conditioning system as standard. It can also be equipped as an extra-cost option with the fully automatic air-conditioning system featured as standard in the Cayenne S, Cayenne GTS and Cayenne Turbo. Offering independent temperature control for both front seats, it can also be used to cool the glove compartment.

Special features include an active carbon filter which excludes dust, pollen and external odours. An air-recirculation system is automatically enabled when required. The rear air conditioning can also be adjusted from the front seats.

The V6 Cayenne has a manually operated air-conditioning system as standard. It can also be equipped as an extra-cost option with the fully automatic air-conditioning system featured as standard in the Cayenne S, Cayenne GTS and Cayenne Turbo. Offering independent temperature control for both front seats, it can also be used to cool the glove compartment.

Heat-insulating glass.

The Cayenne models are equipped as standard with heat-insulating tinted glass featuring a grey top tint on the windscreen. As an optional alternative, there’s a special heat-insulating laminated glass offering additional protection against infrared radiation.

Heat-reflecting glass.

The front side windows on the Cayenne models have a water-repellent finish that automatically dispenses water and dirt. This results in optimum visibility in poor weather conditions. (Note: surface finish may require occasional renewal.)

Water-repellent side windows.

Privacy glass.

The Cayenne models are all available with optional privacy glass for the rear seat and luggage area.

Air-conditioning controls (cover open).

Cayenne GTS with privacy glass.
Wiper system and rain sensor.

The front wiper system has two fixed speeds and an automatic rain sensor function. Washer fluid is delivered via two heated jets, ensuring uniform coverage of the entire windshield area.

The rear wiper system is also designed for maximum visibility in all conditions. The rear washer jet is located on the roof spoiler, close to the third brake light.

ParkAssist.

This optional parking aid (standard on Cayenne Turbo) uses an acoustic signal and visual distance displays to warn of obstacles at the front or rear. A total of 12 sensors are neatly concealed in the front and rear aprons.

The front and rear LED displays are located on the dashboard and rear rooflining, respectively. An intermittent warning tone increases in rapidity as the obstacle is approached.

Reversing camera.

The optional reversing camera provides high-resolution, high-contrast colour pictures. The system is particularly useful during parking manoeuvres or when preparing to fit a trailer. After use, the camera is automatically retracted to protect the lens.

Combining comfort with safety.
Comfort, ergonomics and security.

Anti-theft protection.
The Cayenne models are all equipped as standard with an engine immobiliser and anti-theft alarm featuring ultrasonic interior surveillance.
The alarm circuit includes all four doors, engine lid, rear screen, electronic ignition and trailer (if fitted).
The immobiliser system works by automatically communicating with the vehicle key. If the key is approved, the engine can be started as normal.
When the key is removed from the ignition, the steering column is automatically locked to provide additional security.

Porsche Entry & Drive.
With this optional system, you can reduce the inconvenience of a conventional key.
The moment you touch the door handle, the system automatically checks the encrypted access code on the key in your pocket. If the code is accepted, the doors are unlocked. To start or stop the engine, simply press the ignition button.
To lock the car on leaving, all you have to do is press a button on the outside of the door handle. Porsche Entry & Drive then secures the car doors, arms the immobiliser and locks the steering column.

Preparation for vehicle tracking system.
This optional preparation available for all Cayenne models enables future installation of a vehicle tracking system obtainable from Porsche Tequipment. The system can be used to locate a stolen vehicle across much of Europe.
Includes special wiring loom, higher capacity battery (depending on vehicle specification) and tilt sensor for the alarm system.

Cruise control.
Standard on the Cayenne Turbo and optional on all other models, cruise control offers increased comfort on long-distance journeys. It can be used at speeds between 30 and 240 km/h (19 and 149 mph) and is activated using a button on one of the control stalks.

Slide/tilt sunroof.
Available as an option on all Cayenne models, the slide/tilt sunroof is made from tinted single-pane safety glass and has a manually adjustable sunshade.
The roof position is easily adjusted using an integrated rotary control. You can also fit an anti-jam facility, as do all the electric windows.

Comfort lighting package.
This special feature in this optional package is the ‘Welcome Home’ lighting function. When you arrive at a destination after dark, the headlights remain illuminated for a user-defined period, lighting your path from the car. Other features include courtesy lights on both exterior mirrors, automatic headlight activation and automatically dimming interior and exterior mirrors.
Explore the world. In every direction.

Panoramic roof system.

The electrically operated panoramic roof system is available as an option on all Cayenne models. Made from laminated safety glass, it has a total surface area of approximately 1.4 square metres – almost four times larger than the optional slide/tilt sunroof. Even when closed, it provides a unique ‘open-top’ driving experience. The panoramic view can be enjoyed from all seat positions in every type of weather.

A key advantage of the panoramic roof system is its variability. The roof consists of three movable segments (1–3) and one fixed segment (4). When the roof is opened, the forward segment (1) tilts upwards to act as a wind deflector. Even at high speed it helps reduce turbulence and noise. The two middle segments (2 and 3) can be opened separately to provide a stream of fresh air to the front or rear. For the ultimate open-top driving experience, both central segments can be fully retracted to the rear. It is also possible to tilt segment 3 tilts rearward to provide additional ventilation. In all, there are 15 roof settings to choose from.

An electrically operated sunscreen protects the interior against direct sunlight. The roof settings are selected using a single illuminated rotary control located on the roof console. When the car is stationary, it can also be operated using the ignition key in the door lock.

For the ultimate open-top driving experience, both central segments can be fully retracted to the rear. It is also possible to tilt segment 3 tilts rearward to provide additional ventilation. In all, there are 15 roof settings to choose from.

An electrically operated sunscreen protects the interior against direct sunlight. The roof settings are selected using a single illuminated rotary control located on the roof console. When the car is stationary, it can also be operated using the ignition key in the door lock.
The Cayenne, Cayenne S and the Cayenne GTS are equipped with the CDR-30 CD radio as standard. The Cayenne Turbo has Porsche Communication Management (PCM – see page 132) and the BOSE® Surround Sound System (see page 136).

The new CDR-30 CD radio. Standard equipment in the Cayenne, Cayenne S and Cayenne GTS, the new 2-DIN CDR-30 CD radio combines excellent sound with exceptional ease of use. The package includes an MP3-compatible CD drive, 12 loudspeakers and 4 x 25-Watt internal amplifiers. The 5-inch monochrome display offers excellent visibility and a clear layout – especially when operating a connected Bluetooth® mobile phone (telephone preparation available as option). Other options available in conjunction with the CDR-30 include an integrated six-disc CD autochanger (easily accessible from either front seat) and an Aux-In port in the lower storage compartment in the centre console for connecting an external audio source. The CDR-30 can also be combined with the BOSE® Surround Sound System for the ultimate in sound performance.

Mobile phone preparation.

With this optional preparation, you can connect a Bluetooth® Hands-Free Profile (HFP)-compatible mobile phone* and use PCM or the CDR-30 CD radio as a hands-free system. As a Bluetooth®-based solution, you can connect your handset without even taking it from your pocket. The basic phone functions are accessible via the PCM/CDR-30 head unit, multifunction steering wheel or voice control. Connection to the mobile phone network is via the handset antenna.* *

The sound of your Porsche.

Porsche audio systems.

At Porsche, we appreciate the importance of sound as an integral part of the driving experience. That's why the interior acoustics of each Cayenne model were a key consideration during the development process.

CD/DVD autochanger.

This optional integrated CD/DVD autochanger replaces the standard single-disc drive in the CDR-30 CD radio or PCM (DVDs playable only in PCM). The front-loading device holds up to six CDs/DVDs and is easily accessible from either front seat. Operated using the standard head and controls.

* The information on compatible phones please consult your Porsche Centre or visit www.porsche.com.

** For information on compatible phones, please consult your Porsche Centre or visit www.porsche.com.

With this optional preparation, you can connect a Bluetooth® Hands-Free Profile (HFP)-compatible mobile phone* and use PCM or the CDR-30 CD radio as a hands-free system. As a Bluetooth®-based solution, you can connect your handset without even taking it from your pocket. The basic phone functions are accessible via the PCM/CDR-30 head unit, multifunction steering wheel or voice control. Connection to the mobile phone network is via the handset antenna.* *
The Cayenne Turbo is equipped as standard with a totally new generation of Porsche Communication Management (PCM). The central control system for all audio, navigation and communication functions, the new PCM is more powerful, more versatile and yet easier to use than ever before.

Key features include a 6.5-inch touchscreen display with intuitive user interface. As before, you can also operate PCM using the right-hand rotary push-button control. The menu layout is extremely clear, with no more than five entries per page enabling fast and accurate operation. A help function is included at the bottom of the screen.

Radio functions include 48 presets, FM tuner, with RDS and the latest generation of frequency diversity which reaches the airwaves for the best possible signal from the selected radio station.

In conjunction with the BOSE® Surround Sound System, the integrated CD/DVD drive plays audio CDs as well as audio/video DVDs in 5.1 discrete-sound format. An optional integrated six-disc CD/DVD autochanger is also available for PCM.

Navigation, communication, entertainment.

The new Porsche Communication Management (PCM).

The navigation module for PCM now has all map data on a hard-disc drive and covers most of the countries in Europe. The upgraded system offers faster route calculation with a choice of three alternative routes. The touchscreen display enables faster destination input as well as easy access to congestion reports and places of interest by simply tapping on the respective icons on the map. Intermediate destinations, e.g., next service station, can be input quickly and easily during the current route guidance.

The map display offers a new perspective view as well as conventional 2D layout, both with altitude profiles. During motorway driving, the route guidance instructions include visual turn indications. In split-screen mode, you can view the current map section together with a list of icons for the next manoeuvres. The system also supports automatic navigation along a previously recorded route (reverse route navigation) as well as compass and GPS-based navigation.
TV tuner. The optional TV tuner is compatible with both analogue and digital television services (DVB-T). For safety reasons, the TV tuner is automatically disabled whenever the vehicle is in motion.

Voice control. The latest generation of optional voice control enables convenient operation of virtually all PCM functions. In general, each menu item can be selected by voice using the wording as it appears on-screen. Telephone contacts and radio stations can be selected using normal spoken words. Voice recognition for commands and number sequences is voice-independent. The system provides audio responses and guidance through the various functions. There is no voice learning process.

Electronic logbook. This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via Bluetooth® on a USB port and processed on a PC using software included with the package. The software complies with the statutory requirements for automatic logbooks specified by the German revenue authorities.

Telephone module. This optional GSM telephone module combines ease of use with optimised sound quality. Simply insert your mobile phone SIM card in the slot or PCM to make calls on the hands-free facility or optional Bluetooth® handset. Alternatively, you can use a Bluetooth® SIM Access Profile (SAP)-compatible handset* to connect wirelessly and automatically to the telephone module. Once connected, the GSM antenna on the mobile phone is disabled to prolong battery life and the external vehicle antenna is utilised instead. Depending on phone model, you can access contact details on the mobile phone SIM card and internal memory. All operations are performed in PCM, which means your phone can remain in your pocket.

Universal audio interface. Can’t decide which music to bring? Then why not bring it all. On vehicles equipped with PCM, this optional package provides three audio input ports (iPod®, USB and Aux-In). Located in the lower storage compartment in the centre console, these can be used to connect an iPod®, USB memory stick or other audio device with Aux-In cable. This iPod® and memory stick can be operated via PCM, multifunction steering wheel and/or voice control. The USB port can also be used to download data from the optional electronic logbook. On vehicles with the CDR-30 CD radio, the package includes an Aux-In port only. Volume is adjustable via the CDR-30 head unit and/or multifunction steering wheel. All other functions are accessible on the external device.

Universal audio interface with iPod® cable

Universal audio interface with iPod® cable

* For information on compatible mobile phones, please consult your Porsche Centre or visit www.porsche.com.
Comfort

Five discrete audio channels (front left, front right, centre, surround left and surround right) plus a low-frequency effects channel provide naturalistic sound with precise spatial location of voices, instruments, sound effects, etc., at the front and rear of the car. A 360-degree soundstage, its realistic 3D audio is comparable with a concert hall or cinema.

Naturally, you can also play conventional CDs, either in stereo mode or as surround sound generated by the patented BOSE® Centerpoint® technology. The new Centerpoint® II algorithm takes the standard stereo signal and generates a more precise and realistic surround sound output.

BOSE® SurroundStage® signal processing assigns each audio channel to a combination of speakers to achieve a more balanced surround sound at all seat positions.

Of course, there’s more to the BOSE® Surround Sound System than exceptional surround sound alone. All audio output is precisely engineered for the specific interior acoustics of the Cayenne models. The dynamic loudness function automatically enhances the lower frequencies in low-volume sound in order to compensate for the reduced sensitivity of the human ear at the end of the spectrum.

AudioPilot® noise compensation technology uses a microphone in the cockpit to monitor ambient sound. The system is then able to provide real-time adjustment of all audio output for a more consistent sound experience.

The ultimate soundtrack for the ultimate drive.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System (standard in the Cayenne Turbo) was specially developed to Porsche specifications and custom-engineered for the Cayenne models. A total of 14 loudspeakers including active subwoofer and centre fill speaker combine with a 410-Watt 10-channel digital amplifier to produce a powerful sound experience.

The system supports digital 5.1 surround sound on audio and video DVDs to create a lifelike audio environment. BOSE® SurroundStage® signal processing assigns each audio channel to a combination of speakers to achieve a more balanced surround sound at all seat positions.

Of course, there’s more to the BOSE® Surround Sound System than exceptional surround sound alone. All audio output is precisely engineered for the specific interior acoustics of the Cayenne models. The dynamic loudness function automatically enhances the lower frequencies in low-volume sound in order to compensate for the reduced sensitivity of the human ear at the end of the spectrum.

AudioPilot® noise compensation technology uses a microphone in the cockpit to monitor ambient sound. The system is then able to provide real-time adjustment of all audio output for a more consistent sound experience.
Transport

Strength.
Endurance.
Versatility.

Three of the qualities that define every Porsche.

In the Cayenne models, they form a new permutation.
And bring a new facet to the concept of high-performance.
The Cayenne models use power and performance for more than just driving pleasure. All four cars have a large and variable rear luggage compartment with power closing tailgate as standard. An automatic tailgate is available as an option. The luggage compartment has a total volume of 540 litres (VDA), i.e., more than enough space for up to four large suitcases. The loadspace floor is completely flat and the tailgate sill is low. When the rear seats are folded flat on vehicles with sports seats (featuring comfort memory package), the larger side bolsters create a slope of approx. 15º relative to the loadspace floor.

Even when the car is in fully laden (see page 188), the self-levelling air suspension (standard on Cayenne Turbo; optional on other models) maintains a constant ground clearance at front and rear. The air suspension package includes ride-height adjustment, enabling the car to be lowered by approximately 34 mm* below the normal ride level for easier loading of heavy items. When moving off, the suspension automatically reverts to the standard ride-height setting (Normal Level).

The air suspension package includes ride-height adjustment, enabling the car to be lowered by approximately 34 mm* below the normal ride level for easier loading of heavy items. When moving off, the suspension automatically reverts to the standard ride-height setting (Normal Level).

When the rear backrest is folded forward, the loadspace expands to as much as 1,770 litres* ** (VDA). Items can be stored out of view and protected from the sun using a retractable cover in a detachable storage cassette. Two additional storage spaces (one on vehicles with four-zone air conditioning) are discreetly concealed behind the side trim panels in the luggage compartment (volume may vary depending on optional equipment).

Even when loaded to the maximum weight, each Cayenne model remains agile, responsive and easy to control.

* Cayenne GTS: 34 mm lower than standard Normal level
** With sports seats: 1,749 litres (VDA)
Luggage compartment with larger section of rear seat backrest folded (40%/60%).

Loading option:
- 4 x Carfit trolley case (XL)
- 2 x Carfit travel bag (M)

Loading option with rear seat backrest raised and loadspace cover retracted:
- 1 x Porsche Diesel pedal tractor
- 1 x Porsche pushchair
- 1 x Carfit trolley case (XL)
- 2 x Carfit travel bag (M)

Loading option with rear seat backrest fully folded.

Loading option:
- 3 x Carfit trolley case (XL)
- 3 x Carfit travel bag (XL)
- 2 x Carfit travel bag (M)
- 2 x Porsche golf-bag

Loading option with rear seat backrest raised and loadspace cover extended:
- 3 x PTS trolley case (XL)

Transport · 143 ·· 142 ·
Convenient access and loading:

Tailgate.

The rear door on the Cayenne models opens high for easy access and loading. A power closing function is also included as standard. An automatic tailgate is available as an option, with easy operation via controls on the driver’s door, tailgate and key remote. The opening height is user-programmable.

To load or retrieve smaller items, the rear screen can be opened independently using either the key remote or a button on the rear selection.

It won’t make it any more spacious – it just feels that way.

Loadspace management system.

This optional facility enables you to partition the luggage compartment and secure individual objects during transit. The partitions are created using a special rail system with sliding telescopic bar. Objects can be secured using a fixing belt and four variable lashing eyelets. A reversible mat protects against dirt while preventing movement under braking, etc. The package also includes a loadspace partition net with two easily accessible attachment points on the rooflining. The partition net provides additional safety when the car is fully laden.
you’ll appreciate even more the powerful capability of the Cayenne range of engines.

For the largest of loads, you can choose from two towing options: an electrically retractable towbar system or a manually detachable towbar. With the electric system, the ball neck can be retracted beneath the rear apron – all at the push of a button. Both options are available for all Cayenne models, have a maximum braked trailer load of 3,500 kg* (with a maximum noseweight of 140 kg) and come with a 13-pole socket. All Cayenne models have a towbar preparation as standard. This exceptional capability is enough for virtually every type of load. Even another Porsche.

Towbar systems.

Even when the luggage compartment is completely full, the Cayenne has space for more. Using the standard roof rails, the car can be equipped with an optional roof transport system. It is compatible with all the usual load-carrying attachments available from Porsche Tequipment, such as ski/snowboard carriers and roof boxes. All load-bearing parts are made from robust aluminium and designed for a maximum load of 100 kg. The optional roof rails can also be combined with a set of transverse roof bars from Porsche Tequipment, offering a maximum load of 75 kg.

Roof transport systems.

Whatever your passion, all four Cayenne models offer a wealth of possibilities that go beyond the pleasure of driving. When fully laden or with a heavy trailer load, you’ll appreciate even more the powerful capability of the Cayenne range of engines.

For the largest of loads, you can choose from two towing options: an electrically retractable towbar system or a manually detachable towbar. With the electric system, the ball neck can be retracted beneath the rear apron – all at the push of a button. Both options are available for all Cayenne models, have a maximum braked trailer load of 3,500 kg* (with a maximum noseweight of 140 kg) and come with a 13-pole socket. All Cayenne models have a towbar preparation as standard. This exceptional capability is enough for virtually every type of load. Even another Porsche.

Even another Porsche. The Cayenne is built to carry many things. Even another Porsche.

*Towbar systems.
Personalisation

Being different.
Choosing your own style.
Expressing your own ideas.
Just a few of this little luxuries – and all part of the Porsche Cayenne.

Over the following pages, you’ll find a comprehensive range of personalisation options.

With them, you can create a Porsche Cayenne that’s almost as unique as you.
Every colour stimulates emotion—just like the Porsche Cayenne. Now you can enjoy their combined effect with a choice of two solid, seven metallic and two special exterior paints. The interior colour options include classic Black plus the two-colour combinations, Stone Grey/Steel Grey and Havana/Sand Beige. Two additional colour options are available in conjunction with the leather interior: Sand Beige (single colour) and Black/Chestnut Brown (two-colour combination; only in conjunction with natural leather interior).

Our colours.

Solid exterior colours.

Black

Sand White

Special exterior colours.

GTS Red

Nordic Gold Metallic

Solid interior colours.

Black

Stone Grey/Steel Grey

Havana/Sand Beige

Sand Beige

Metallic exterior colours.

Basalt Black Metallic

Marine Blue Metallic

Jarama Beige Metallic

Olive Green Metallic

Standard interior colours.

Dashboard/trim/seats.

Black

Stone Grey/Steel Grey

Havana/Sand Beige

Sand Beige

Rooflining.

Black

Steel Grey

Sand Beige

Sand Beige

Chestnut Brown

Carpet.

Black

Stone Grey

Sand Beige

Sand Beige

Black/Chestnut Brown

Build your own Porsche with the Porsche Car Configurator at www.porsche.com.


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Monochrome black exterior package.

This exterior trim package is standard on the Cayenne GTS and optional on the other models. The following elements have a black finish: side window surrounds (including B and C-pillar trim), door handles (excluding inlays) and door-sill trim strips. On the Cayenne Turbo, a matching black finish can also be found on the standard roof rail system. On vehicles with optional roof rails/drip rails, these elements also have a matching black finish.

SportDesign package.

This optional package enhances the stylish and dynamic character of the Cayenne models. Aerodynamically refined in the Porsche wind tunnel, it gives a lowered look to the car.

The SportDesign package is optional equipment on the Cayenne, Cayenne S and Cayenne Turbo. The main feature is an extended roof spoiler with fixed bi-plane wing – all in your chosen exterior colour. This is combined with colour-coded lower moldings at the front, sides and rear.

The Cayenne GTS has the colour-coded lower moldings as standard. The extended roof spoiler is a no-cost option. Please note that vehicles with the SportDesign package have restricted off-road capability.

Stainless steel skid plates (front and rear).

These optional protective elements in stainless steel complement the powerful and dynamic design of the Cayenne models. Each skid plate (front and rear) is also available separately.

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Stainless steel skid plates (front and rear).

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Stainless steel skid plate (rear)  
Extended roof spoiler with fixed bi-plane wing elements

<table>
<thead>
<tr>
<th>Exterior.</th>
<th>Option</th>
<th>Code</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option I no.</td>
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</tr>
<tr>
<td>Metallic paint</td>
<td>Code</td>
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</tr>
<tr>
<td>Special colours</td>
<td>Code</td>
<td>150</td>
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<tr>
<td>SportDesign package*: exterior paint finish on lower front/rear/side mouldings and extended roof spoiler featuring fixed bi-plane wing elements and integral third brake light; side skirts (lower side mouldings) not included if ordered with Offroad Technology package or running boards</td>
<td>Code</td>
<td>152</td>
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</table>

Running boards

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>Stainless steel skid plate (front)</td>
<td>Code</td>
<td>152</td>
</tr>
<tr>
<td>Stainless steel skid plate (rear)</td>
<td>Code</td>
<td>152</td>
</tr>
<tr>
<td>Stainless steel skid plates (front and rear)</td>
<td>Code</td>
<td>152</td>
</tr>
<tr>
<td>Extended roof spoiler with fixed bi-plane wing elements</td>
<td>Code</td>
<td>200</td>
</tr>
<tr>
<td>Side skirts (lower side mouldings) in exterior colour*</td>
<td>Code</td>
<td>310</td>
</tr>
<tr>
<td>Running boards with integrated skid plates</td>
<td>Code</td>
<td>300</td>
</tr>
<tr>
<td>Stainless steel skid plate (front)</td>
<td>Code</td>
<td>312</td>
</tr>
<tr>
<td>Stainless steel skid plate (rear)</td>
<td>Code</td>
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*Reduces off-road capability.
### Exterior.

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost Code</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel arch extensions in black</td>
<td>6GF</td>
<td>69</td>
</tr>
<tr>
<td>Bi-Xenon headlights with static/dynamic cornering lights and headlight cleaning system</td>
<td>PC1</td>
<td>92</td>
</tr>
<tr>
<td>Reversing camera</td>
<td>7X9</td>
<td>125</td>
</tr>
<tr>
<td>Reversing camera with ParkAssist</td>
<td>7X8</td>
<td>125</td>
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### Exterior.

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost Code</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Porsche Entry &amp; Drive</td>
<td>4F2</td>
<td>126</td>
</tr>
<tr>
<td>ParkAssist (front and rear)</td>
<td>7X2</td>
<td>124</td>
</tr>
<tr>
<td>Privacy glass (B-pillar rearwards)</td>
<td>PJ2</td>
<td>123</td>
</tr>
<tr>
<td>Heat-insulating laminated glass on all windows</td>
<td>PJ1</td>
<td>123</td>
</tr>
<tr>
<td>Off-road Technology package: electronically variable rear differential lock, rock rails with integrated skid plates, reinforced engine guard, additional protection for fuel tank and rear axle, second towing lug</td>
<td>PT2, 3</td>
<td>88</td>
</tr>
</tbody>
</table>

* Not available * - standard equipment - no-cost option

For more information on the options featured in this catalogue, please refer to the price list.
### Exterior Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Exterior view</th>
<th>Option Code</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof transport system (adjustable transverse roof bars)</td>
<td></td>
<td>3S8</td>
<td>146</td>
</tr>
<tr>
<td>Roof rails/drip rails with matt Aluminium Look finish</td>
<td></td>
<td>3S1</td>
<td>146</td>
</tr>
<tr>
<td>Roof rails/drip rails with black finish</td>
<td></td>
<td>3S5</td>
<td>146</td>
</tr>
<tr>
<td>(in conjunction with monochrome black exterior package)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monochrome black exterior package: black finish on side, including B and C-pillar trim, door handles, and door sill trim strips; additional black finish on Cayenne Turbo: standard roof rail system</td>
<td></td>
<td>QJ4</td>
<td>153</td>
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</table>

### Exterior Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Exterior view</th>
<th>Option Code</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric slide/tilt sunroof in glass</td>
<td></td>
<td>3FE</td>
<td>127</td>
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<tr>
<td>Panoramic roof system</td>
<td></td>
<td>3FU</td>
<td>128</td>
</tr>
<tr>
<td>Towbar system with electrically deployable/retractable towball*</td>
<td></td>
<td>1D9</td>
<td>147</td>
</tr>
<tr>
<td>Towbar system with manually detachable towball†</td>
<td></td>
<td>1D2</td>
<td>147</td>
</tr>
<tr>
<td>Automatic tailgate</td>
<td></td>
<td>4E7</td>
<td>144</td>
</tr>
</tbody>
</table>

* Maximum towing capacity: 3,500 kg (Cayenne GTS with standard steel-sprung suspension: 3,080 kg).

† Not available: A 4-door model, B Cayenne GTS.

For more information on the options featured in this catalogue, please refer to the price list.
## Wheels

<table>
<thead>
<tr>
<th>Option</th>
<th>Cayenne</th>
<th>Cayenne S</th>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
</tr>
</thead>
<tbody>
<tr>
<td>18&quot; Cayenne Turbo II wheel</td>
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<td>•• ••</td>
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</tr>
<tr>
<td>19&quot; Cayenne Design wheel</td>
<td>•• ••</td>
<td>•• ••</td>
<td>•• ••</td>
<td>•• ••</td>
</tr>
<tr>
<td>20&quot; Cayenne SportDesign wheel</td>
<td>•• ••</td>
<td>•• ••</td>
<td>•• ••</td>
<td>•• ••</td>
</tr>
<tr>
<td>21&quot; Cayenne Sport wheel with wheel arch extensions*</td>
<td>•• •• ••</td>
<td>•• •• ••</td>
<td>•• •• ••</td>
<td>•• •• ••</td>
</tr>
<tr>
<td>Tyre Pressure Monitoring (TPM)</td>
<td>•• •• •• ••</td>
<td>•• •• •• ••</td>
<td>•• •• •• ••</td>
<td>•• •• •• ••</td>
</tr>
</tbody>
</table>

* Not available for Cayenne Turbo.

** * Not compatible with 20" Cayenne SportDesign wheel, 21" Cayenne Sport wheel or 21" Cayenne SportPlus wheel.

*** For Cayenne S and Cayenne GTS only in conjunction with PCCB.

---

* Not compatible with full-size spare wheel in external holder.

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For more information on the options featured in this catalogue, please refer to the price list.
### Engine, transmission and chassis.

<table>
<thead>
<tr>
<th>Option</th>
<th>Cayenne</th>
<th>Cayenne S</th>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
</tr>
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<tbody>
<tr>
<td><img src="image1" alt="Porsche Dynamic Chassis Control (PDCC)" /></td>
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</tr>
<tr>
<td><img src="image3" alt="Sports exhaust system*" /></td>
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<tr>
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<tr>
<td><img src="image5" alt="Porsche Ceramic Composite Brake (PCCB)*" /></td>
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<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

* For Cayenne S only in conjunction with Tiptronic S.  
** Only available in conjunction with 210 or 22 inch wheels in Cayenne Turbo.

**For Cayenne S only in conjunction with Tiptronic S.**

* **For Cayenne S only in conjunction with Tiptronic S.**

For more information on the options featured in this catalogue, please refer to the price list.
Option I no. | Page
---|---
Steering wheel, padded | 1MV, 1MW | 74
Comfort seats with comfort memory package | PE1 | 7
Sports seats with comfort memory package | PE2, 3 | 116
Driver memory package (driver's seat and exterior mirrors incl. courtesy lighting preferences) | PG1 | 11
Seat heating (front) including steering wheel heating | PK1, 3 | 127
Seat heating (front and rear) including steering wheel heating | PK2, 4 | 127
Sunscreen on rear side windows (manual) | 3Y4 | 127

Optional extras:

- Comfort lighting package: dimmable interior comfort lighting, courtesy lights on exterior mirrors, automatic headlight activation, automatically dimming interior and exterior mirrors, programmable delay courtesy lighting with dipped headlights (Welcome Home function)
- HomeLink® (garage-door opener)
- Cruise control
- 3-spoke multifunction steering wheel in leather

For more information on the options featured in this catalogue, please refer to the price list.
### Interior.

<table>
<thead>
<tr>
<th>Option</th>
<th>Cayenne</th>
<th>Cayenne S</th>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic air conditioning with separate temperature adjustment for driver and front passenger</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>4-zone air-conditioning system</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Auxiliary heating system</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Ski bag</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Loadspace management system</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Interior.</td>
<td>Option</td>
<td>Cayenne</td>
<td>Cayenne S</td>
<td>Cayenne GTS</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>---------</td>
<td>-----------</td>
<td>-------------</td>
</tr>
<tr>
<td>Option</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>• Outer door sill guards in stainless steel</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>• Outer door sill guards in stainless steel with Cayenne GTS logo</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>• Preparation for vehicle tracking system (incl. tilt sensor)</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>• Non-smoker package</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>• Fire extinguisher</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>• Floor mats</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
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</table>

For more information on the options featured in this catalogue, please refer to the price list.
Personalisation

Interior: leather.

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Leather interior package in smooth-finish leather* (standard colours)</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td>• Leather interior package in natural leather</td>
<td>VR</td>
<td>115</td>
</tr>
<tr>
<td>• Soft ruffled leather on seats centres (front and outer rear seats)</td>
<td>N7F</td>
<td>N15</td>
</tr>
</tbody>
</table>

Interior: aluminium.

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Sport aluminium package</td>
<td>5TE</td>
<td></td>
</tr>
</tbody>
</table>

Interior: wood.

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Dark walnut package with high-gloss finish*</td>
<td>5MG</td>
<td>PHQ</td>
</tr>
<tr>
<td>• Light olive package with high-gloss finish**</td>
<td>STT</td>
<td>PHQ</td>
</tr>
<tr>
<td>• 3-spoke multifunction steering wheel with dark walnut trim, high-gloss finish</td>
<td>3TE</td>
<td>PHQ</td>
</tr>
<tr>
<td>• 3-spoke multifunction steering wheel with light olive trim, high-gloss finish**</td>
<td>PH2</td>
<td>PH2</td>
</tr>
</tbody>
</table>

* In conjunction with sports seats, seat centres in Alcantara.

– not available    •• extra-cost option    • standard equipment    W no-cost option

For more information on the options featured in this catalogue, please refer to the price list.

** On vehicles with Tiptronic S, includes wood trim on gear selector.

* * Ash with olive-look grain.
## Audio and communication: CDR-30.

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDR-30 CD radio</td>
<td></td>
<td></td>
<td>130</td>
</tr>
<tr>
<td>CD autochanger (6-disc)</td>
<td></td>
<td></td>
<td>135</td>
</tr>
<tr>
<td>BOSE® Surround Sound System with 14 speakers incl. subwoofer</td>
<td></td>
<td></td>
<td>136</td>
</tr>
<tr>
<td>Mobile phone preparation</td>
<td></td>
<td></td>
<td>131</td>
</tr>
<tr>
<td>Porsche Rear Seat Entertainment</td>
<td></td>
<td></td>
<td>121</td>
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## Audio and communication: PCM.

<table>
<thead>
<tr>
<th>Option</th>
<th>Code</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Porsche Communication Management (PCM) incl. navigation module</td>
<td></td>
<td></td>
<td>130</td>
</tr>
<tr>
<td>CD/DVD autochanger (Bi 디지털)</td>
<td></td>
<td></td>
<td>131</td>
</tr>
<tr>
<td>Universal audio interface (iPhone, USB, AUX)</td>
<td></td>
<td></td>
<td>130</td>
</tr>
<tr>
<td>BOSE® Surround Sound System with 14 speakers incl. subwoofer for 5.1 discrete surround sound</td>
<td></td>
<td></td>
<td>134</td>
</tr>
<tr>
<td>Mobile phone preparation</td>
<td></td>
<td></td>
<td>131</td>
</tr>
<tr>
<td>Telephone module</td>
<td></td>
<td></td>
<td>134</td>
</tr>
<tr>
<td>Telephone module with cordless keypad handset</td>
<td></td>
<td></td>
<td>134</td>
</tr>
</tbody>
</table>
Porsche Exclusive

Designed and built to the highest specifications.

Create your own unique example of the Porsche Cayenne using a wide range of technical and visual enhancements. Options are available for every area of the car, in the finest materials, and with the quality you'd expect from Porsche.

Whatever you require, we can tailor it for your car using the highest standards of hand-craftsmanship. To find out more about the many possibilities, see the latest Exclusive Cayenne catalogue.

For more information on Porsche Exclusive, please consult your Porsche Centre or call the Customer Centre in Stuttgart on +49 (0)711 911-25332. Please note that for some Exclusive modifications, it may be necessary to extend the delivery time for your car.

Audio and communication: PCM.

<table>
<thead>
<tr>
<th>Option</th>
<th>TV tuner*</th>
<th>Voice control</th>
<th>Electronic logbook</th>
<th>Porsche Rear Seat Entertainment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>QVI 134</td>
<td>QVI 134</td>
<td>QWI 134</td>
<td>SWE 134</td>
</tr>
</tbody>
</table>

Factory collection.

<table>
<thead>
<tr>
<th>Option</th>
<th>Factory collection Cayenne</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>S9Y 174</td>
</tr>
</tbody>
</table>

Electronic logbook

* Suitable for receiving analogue and digital TV signals (DVB-T) (where available).

For more information on the options featured in this catalogue, please refer to the price list.

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For the high performance engine of the Cayenne Turbo, please refer to page 279.
By now you’ll be ready for a more exhilarating introduction to the Porsche Cayenne: your on and off-road driving session. A Porsche instructor will accompany you throughout in a factory demonstration vehicle. Once you’re familiar with the capability of the car, it’s time for the ultimate highlight of your visit: the moment you take delivery of your new Cayenne.

Factory collection Cayenne: immerse yourself in the world of Porsche.

Please note that a number of formalities must be completed when collecting your car. For full details, please consult your Porsche Centre.

To make the most of your journey, ask about our Porsche Leipzig Plus service. As well as arranging travel and accommodation, we can organise many other attractions and things to do, such as sightseeing trips, Porsche driving tours, concert tickets and much more besides.

Porsche Leipzig. Extending to more than 400 hectares, it includes the Cayenne manufacturing facility, a Customer Centre with numerous Porsche attractions, an FIA-approved test track and a comprehensive off-road proving ground.

The Customer Centre is a spectacular architectural achievement and a major landmark for the Leipzig region. Here, you can take delivery of your new Cayenne and enjoy a fascinating insight into the world of Porsche. With our factory collection package, you can join a factory tour and discover for yourself how the Cayenne is made. You can also find out more about the history of Porsche with a short film presentation and our exhibition of historic Porsche cars. Afterwards, enjoy a three-course meal and a panoramic view of the test track and off-road proving ground.

By now you’ll be ready for a more exhilarating introduction to the Porsche Cayenne: your on and off-road driving session. A Porsche instructor will accompany you throughout in a factory demonstration vehicle. Once you’re familiar with the capability of the car, it’s time for the ultimate highlight of your visit: the moment you take delivery of your new Cayenne.
As you approach the final corner, brake and turn in, riding the kerbs on the apex. Apply the throttle onto the start/finish straight and power towards the line. While nothing describes the feeling of a fastest lap, there are some 30 cameras dotted around the track, recording every move you make. The pictures are beamed live to a bank of 32 monitors and two large-screen displays in the nearby track control centre.

The track layout includes detailed reproductions of some of the most famous racing corners in the world. The total lap distance is precisely 3,707.109 metres – assuming you found the racing line. Considering the track measures 12 metres across, there’s plenty of margin for error. The track is FIA-certified for competition use, which means optimum safety is assured. A homage to the scenes of our most famous victories, it is the ideal environment in which to test the racing character of your Porsche.

On the optimum racing line. Test track.

Going from one extreme to the other, you can test the Cayenne on our extensive off-road circuit. A former military training ground, some of the bunkers are still standing – indeed some of them will be standing in your way. Of the 100 hectares that make up the site, only a 6-km (3.7-mile) strip is used for the off-road course. The rest has been given over for several years now as unspoilt habitat for aurochs cattle and wild horses.

As you will discover, that 6-km strip contains a great many challenges for you and the Cayenne. Among the 18 off-road trials are a log course, ramp crossing and bunker crossing, as well as a 60% steep ascent and 35° traversing section. Other obstacles include a wading trough, corduroy road, pothole section, sand track, gravel track and a hilly section with pontoon bridge. Here, you will learn all about the power of the Cayenne and how to control it all with precision.

18 of the toughest off-road trials. For one of the toughest off-road cars.

Off-road circuit.
Porsche Used Car Programme
Porsche Approved is the simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

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Christophorus
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2. Porsche Sport Driving School.
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Summary

Achieving an objective is one thing. Understanding its importance is another.

For some, it signifies the end of the road. For us, it’s a new beginning. A new opportunity with new possibilities for the ever-evolving Porsche Cayenne.
## Technical data

<table>
<thead>
<tr>
<th>Engine</th>
<th>Cayenne</th>
<th>Cayenne S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinders</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Displacement</td>
<td>3,598 cm³</td>
<td>4,806 cm³</td>
</tr>
<tr>
<td>Max. power (DIN)</td>
<td>213 kW (290 hp)</td>
<td>283 kW (385 hp)</td>
</tr>
<tr>
<td></td>
<td>6,200 rpm</td>
<td>6,200 rpm</td>
</tr>
<tr>
<td>Max. torque</td>
<td>385 Nm</td>
<td>500 Nm</td>
</tr>
<tr>
<td></td>
<td>3,000 rpm</td>
<td>3,500 rpm</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>12.3:1</td>
<td>12.5:1</td>
</tr>
<tr>
<td>Transmission</td>
<td>All-wheel drive</td>
<td>All-wheel drive</td>
</tr>
<tr>
<td>6-speed manual gearbox</td>
<td>Standard</td>
<td>Standard</td>
</tr>
<tr>
<td>Optional Tiptronic S</td>
<td>Optional</td>
<td>Optional</td>
</tr>
<tr>
<td>Low-range ratio</td>
<td>2.71</td>
<td>2.71</td>
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</table>

<table>
<thead>
<tr>
<th>Engine</th>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
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</thead>
<tbody>
<tr>
<td>Cylinders</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Displacement</td>
<td>4,806 cm³</td>
<td>4,806 cm³</td>
</tr>
<tr>
<td>Max. power (DIN)</td>
<td>258 kW (350 hp)</td>
<td>368 kW (500 hp)</td>
</tr>
<tr>
<td></td>
<td>6,500 rpm</td>
<td>6,000 rpm</td>
</tr>
<tr>
<td>Max. torque</td>
<td>500 Nm</td>
<td>700 Nm</td>
</tr>
<tr>
<td></td>
<td>3,500 rpm</td>
<td>2,250–4,500 rpm</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>12.5:1</td>
<td>10.5:1</td>
</tr>
<tr>
<td>Transmission</td>
<td>All-wheel drive</td>
<td>All-wheel drive</td>
</tr>
<tr>
<td>Optional</td>
<td>Standard</td>
<td>Standard</td>
</tr>
<tr>
<td>Optional Tiptronic S</td>
<td>Optional</td>
<td>Optional</td>
</tr>
<tr>
<td>Low-range ratio</td>
<td>2.71</td>
<td>2.71</td>
</tr>
</tbody>
</table>
### Technical data

#### Cayenne

<table>
<thead>
<tr>
<th>Chassis</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front axle</td>
<td>Extra-large format double wishbone suspension, fully independent</td>
</tr>
<tr>
<td>Rear axle</td>
<td>Multi-link suspension, fully independent</td>
</tr>
<tr>
<td>Steering</td>
<td>Power-assisted (hydraulic)</td>
</tr>
<tr>
<td>Brakes</td>
<td>6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS</td>
</tr>
<tr>
<td>Wheels</td>
<td>7.5J x 17</td>
</tr>
<tr>
<td>Tyres</td>
<td>235/65 R 17</td>
</tr>
<tr>
<td>Unladen weight</td>
<td>Manual/Tiptronic S: 2,160 kg/2,170 kg, Din: 2,235 kg/2,245 kg, EC*: 2,235 kg/2,245 kg</td>
</tr>
<tr>
<td>Permissible gross weight</td>
<td>Manual/Tiptronic S: 2,945 kg/2,945 kg, Tiptronic S: 3,080 kg/3,080 kg</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>Manual/Tiptronic S: 785 kg/775 kg, Tiptronic S: 855 kg/835 kg</td>
</tr>
</tbody>
</table>

#### Cayenne S

<table>
<thead>
<tr>
<th>Chassis</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front axle</td>
<td>Extra-large format double wishbone suspension, fully independent</td>
</tr>
<tr>
<td>Rear axle</td>
<td>Multi-link suspension, fully independent</td>
</tr>
<tr>
<td>Steering</td>
<td>Power-assisted (hydraulic)</td>
</tr>
<tr>
<td>Brakes</td>
<td>6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS</td>
</tr>
<tr>
<td>Wheels</td>
<td>8J x 18</td>
</tr>
<tr>
<td>Tyres</td>
<td>255/55 R 18</td>
</tr>
<tr>
<td>Unladen weight</td>
<td>Manual/Tiptronic S: 2,225 kg/2,245 kg, Din: 2,300 kg/2,320 kg, EC*: 2,300 kg/2,320 kg</td>
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<tr>
<td>Permissible gross weight</td>
<td>Manual/Tiptronic S: 3,080 kg/3,080 kg, Tiptronic S: 3,080 kg/3,080 kg</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>Manual/Tiptronic S: 855 kg/835 kg, Tiptronic S: 725 kg</td>
</tr>
</tbody>
</table>

#### Cayenne GTS

<table>
<thead>
<tr>
<th>Chassis</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front axle</td>
<td>Extra-large format double wishbone suspension, fully independent</td>
</tr>
<tr>
<td>Rear axle</td>
<td>Multi-link suspension, fully independent</td>
</tr>
<tr>
<td>Steering</td>
<td>Power-assisted (hydraulic)</td>
</tr>
<tr>
<td>Brakes</td>
<td>6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS</td>
</tr>
<tr>
<td>Wheels</td>
<td>10J x 21</td>
</tr>
<tr>
<td>Tyres</td>
<td>295/35 R 21</td>
</tr>
<tr>
<td>Unladen weight</td>
<td>Manual: 2,225 kg/2,245 kg, Tiptronic S: 2,355 kg</td>
</tr>
<tr>
<td>Permissible gross weight</td>
<td>Manual: 3,080 kg/3,080 kg, Tiptronic S: 3,080 kg</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>Manual: 855 kg/835 kg, Tiptronic S: 725 kg</td>
</tr>
</tbody>
</table>

#### Cayenne Turbo

<table>
<thead>
<tr>
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<th></th>
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<tbody>
<tr>
<td>Front axle</td>
<td>Extra-large format double wishbone suspension, fully independent</td>
</tr>
<tr>
<td>Rear axle</td>
<td>Multi-link suspension, fully independent</td>
</tr>
<tr>
<td>Steering</td>
<td>Power-assisted (hydraulic)</td>
</tr>
<tr>
<td>Brakes</td>
<td>6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS</td>
</tr>
<tr>
<td>Wheels</td>
<td>8J x 18</td>
</tr>
<tr>
<td>Tyres</td>
<td>275/45 R 19</td>
</tr>
<tr>
<td>Unladen weight</td>
<td>Manual: 2,225 kg/2,245 kg, Tiptronic S: 2,355 kg</td>
</tr>
<tr>
<td>Permissible gross weight</td>
<td>Manual: 3,080 kg/3,080 kg, Tiptronic S: 3,080 kg</td>
</tr>
<tr>
<td>Maximum payload</td>
<td>Manual: 855 kg/835 kg, Tiptronic S: 725 kg</td>
</tr>
</tbody>
</table>

*Weight is calculated in accordance with the relevant EC Directives and is valid for standard speciﬁcation vehicles only. Some optional equipment may increase this weight. The ﬁgure given in brackets is for the driver and 27 kg for luggage.
**Technical data**

<table>
<thead>
<tr>
<th>Model</th>
<th>Performance</th>
<th>Manual/Tiptronic S</th>
<th>Tiptronic S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top speed</td>
<td></td>
<td>227 km/h (141 mph)</td>
<td>252 km/h (157 mph)</td>
</tr>
<tr>
<td>Speed (0–100 km/h)</td>
<td></td>
<td>8.3 secs/8.5 secs</td>
<td>6.4 secs/6.8 secs</td>
</tr>
<tr>
<td>Acceleration</td>
<td></td>
<td>9.9 secs/9.5 secs</td>
<td>6.4 secs/6.8 secs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Model</th>
<th>Fuel consumption/emissions</th>
<th>Manual/Tiptronic S</th>
<th>Tiptronic S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>18.5 (15.3)</td>
<td>18.5 (15.3)</td>
<td>20.2 (14.8)</td>
</tr>
<tr>
<td>Extra urban</td>
<td>9.8 (2.5 EC)</td>
<td>10.0 (2.6 EC)</td>
<td>10.5 (2.6 EC)</td>
</tr>
<tr>
<td>Combined</td>
<td>10.0 (2.5 EC)</td>
<td>10.4 (2.5 EC)</td>
<td>10.9 (2.5 EC)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dimensions</th>
<th></th>
<th>Manual/Tiptronic S</th>
<th>Tiptronic S</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>4,798 mm</td>
<td>4,798 mm</td>
<td></td>
</tr>
<tr>
<td>Width (incl. mirrors)</td>
<td>1,928 mm (2,200 mm)</td>
<td>1,928 mm (2,200 mm)</td>
<td></td>
</tr>
<tr>
<td>Height</td>
<td>1,699 mm</td>
<td>1,699 mm</td>
<td></td>
</tr>
<tr>
<td>Wheelbase</td>
<td>2,855 mm</td>
<td>2,855 mm</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Luggage compartment</th>
<th>volume (500)</th>
<th>540 litres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear seats folded</td>
<td>1,770 litres</td>
<td></td>
</tr>
<tr>
<td>Tank capacity/reserve</td>
<td>100 litres/12 litres</td>
<td>100 litres/12 litres</td>
</tr>
</tbody>
</table>

---

* All Porsche models are compatible with an ethanol fuel content of up to 10%.

**Emissions were recorded in accordance with Directive 80/1268/EEC on standard vehicles as valid at the time of publication. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre.
## Technical data

*At DIN unladen weight, ground clearance at axle centre, Cayenne Turbo with air suspension.

Some of the vehicles featured in this catalogue are fitted with optional equipment available at extra cost. While every effort is made to ensure that all information is correct when going to print, we are constantly seeking to improve our products and therefore reserve the right to alter specifications without notice. Errors and omissions excepted.

<table>
<thead>
<tr>
<th>Cayenne</th>
<th>Cayenne S</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wading depth</strong></td>
<td><strong>Wading depth</strong></td>
</tr>
<tr>
<td>500 mm (steel-sprung suspension)</td>
<td>500 mm (steel-sprung suspension)</td>
</tr>
<tr>
<td><strong>Approach angle</strong></td>
<td><strong>Approach angle</strong></td>
</tr>
<tr>
<td>20.0° (steel-sprung suspension)</td>
<td>20.0° (steel-sprung suspension)</td>
</tr>
<tr>
<td><strong>Departure angle</strong></td>
<td><strong>Departure angle</strong></td>
</tr>
<tr>
<td>22.0° (steel-sprung suspension)</td>
<td>22.0° (steel-sprung suspension)</td>
</tr>
<tr>
<td><strong>Ramp breakover angle</strong></td>
<td><strong>Ramp breakover angle</strong></td>
</tr>
<tr>
<td>20.0° (steel-sprung suspension)</td>
<td>20.0° (steel-sprung suspension)</td>
</tr>
<tr>
<td><strong>Lockable differentials (standard)</strong></td>
<td><strong>Lockable differentials (standard)</strong></td>
</tr>
<tr>
<td>Centre, electronically variable</td>
<td>Centre, electronically variable</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Max. ground clearance*</th>
<th>Max. ground clearance*</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Level II</td>
<td>275 mm</td>
</tr>
<tr>
<td>High Level I</td>
<td>240 mm</td>
</tr>
<tr>
<td>Normal Level</td>
<td>194 mm, 215 mm, 191 mm, 181 mm</td>
</tr>
<tr>
<td>Low Level I</td>
<td>161 mm</td>
</tr>
<tr>
<td>Low Level II</td>
<td>185 mm</td>
</tr>
<tr>
<td>Loading Level</td>
<td>165 mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cayenne GTS</th>
<th>Cayenne Turbo</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wading depth</strong></td>
<td><strong>Wading depth</strong></td>
</tr>
<tr>
<td>476 mm (steel-sprung suspension)</td>
<td>555 mm (air suspension at High Level II)</td>
</tr>
<tr>
<td><strong>Approach angle</strong></td>
<td><strong>Approach angle</strong></td>
</tr>
<tr>
<td>25.6° (steel-sprung suspension)</td>
<td>28.5° (Normal level)</td>
</tr>
<tr>
<td><strong>Departure angle</strong></td>
<td><strong>Departure angle</strong></td>
</tr>
<tr>
<td>25.4° (steel-sprung suspension)</td>
<td>28.5° (Normal level)</td>
</tr>
<tr>
<td><strong>Ramp breakover angle</strong></td>
<td><strong>Ramp breakover angle</strong></td>
</tr>
<tr>
<td>20.0° (steel-sprung suspension)</td>
<td>24.7° (High Level II)</td>
</tr>
<tr>
<td><strong>Lockable differentials (standard)</strong></td>
<td><strong>Lockable differentials (standard)</strong></td>
</tr>
<tr>
<td>Centre, electronically variable</td>
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The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information in respect of construction, features, design, performance, dimensions, fuel consumption and running costs is correct at the time of publication. Porsche reserves the right to alter specifications and other product information without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

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