



PORSCHE



The new Cayenne

To the point



The new Cayenne	6
Model range	12
Design	14
Cayenne	16
Cayenne Diesel	18
Cayenne S	20
Cayenne S Hybrid	22
Cayenne Turbo	24
Drive systems and chassis	26
Engines	28
Engine technology	36
Transmission	42
Off-road capability	48
Chassis	50
Safety and environment	58
Safety	60
Environment	70
Comfort and transport	76
Comfort	78
Driver assistance systems	102
Transport	106
Personalisation	110
Factory collection	125
Service	126
Summary	128
Technical data	130
Index	136



At this point, it would be very tempting for us to wax lyrical about our new models. However, we prefer to devote our time to the essentials – our customers' requirements. The brief was clear: a lighter, more efficient and more dynamic vehicle offering greater safety and enhanced comfort. In short: more Porsche than ever before.

The new Cayenne. To the point.





**Those who develop talent reap the reward.
Sometimes in more ways than one.**

The Cayenne models.

Versatility combined with superlative performance and exceptional handling. These are character traits shared by the entire Cayenne model range. We have simply honed and refined them. For each individual model. And we have also extended the range of drives. The Cayenne now comes in a wider choice of variants, each one more dynamic, practical and comfortable than ever before. And also more efficient. Fuel consumption has been reduced by up to 23% and CO₂ emissions by up to 26% (depending on the model). This was achieved thanks to the Cayenne models being considerably lighter, with each one weighing up to 185 kg less than the respective previous model. They also feature a host of advanced technologies such as the auto start/stop function

(p. 36). For increased comfort and safety, Lane Change Assist (LCA, p. 105) and adaptive cruise control (p. 104) are available as an option. Ensuring a phenomenal sound experience in every seat position is the optional Burmester® High-End Surround Sound System (p. 94). One thing is for sure: the new Cayenne models are guaranteed to surprise.

The most innovative – and therefore in keeping with the rest of the Porsche family – is the new Cayenne S Hybrid. Its parallel full hybrid system (p. 28) harnesses the power of an electric machine (motor/generator) and an internal combustion engine. This provides several clear benefits for the driver: outstanding sportscar performance combined with excellent fuel economy. Once again, typically Porsche.

As usual, the critics were ready to have their say, as with every new product we create. Can it still be considered a Porsche? Why have they done that? The questions are always the same. As is our answer: we do what we feel is in the best interest of our customers.

Sometimes that means us venturing off in unusual directions – as with the first Cayenne to be fitted with a diesel engine, for example. However, it has become clear that even with a new drive system, the Cayenne can continue to remain true to the trusted Porsche principle.

The new Cayenne and new Cayenne S are now more powerful and efficient, while also delivering exceptional capability off road. The result: greater driving pleasure with reduced fuel consumption and CO₂ emissions. On and off road. This has also been achieved through the use of advanced technologies such as direct fuel injection (DFI, p. 38), eight-speed

Tiptronic S (p. 42) and VarioCam Plus (p. 37). The interaction between all components has also been optimised.

Another of our principles: high performance should never come at the expense of comfort or safety, and this is something we have kept to. Even with a car offering the phenomenal output of the new Cayenne Turbo. Its 4.8-litre V8 powerplant develops 500 hp, which is guaranteed to set pulse rates climbing and send a shiver down the spine – both natural reactions in a turbocharged Porsche. Standard active safety features include Bi-Xenon headlights with the Porsche Dynamic Light System

(PDLS, p. 61). For greater comfort and performance, the car is equipped as standard with eight-speed Tiptronic S (p. 42), while Porsche Torque Vectoring Plus (PTV Plus, p. 50) enhances driving dynamics and stability.

As always, we've focused on what's really important. To the point: the new Cayenne models.



Children can give you a great deal of joy.
Even more so when they've inherited your finest characteristics.

Design.

When you look at someone's face, you see much more than their external features. We are proud to say, it's the same with the new Cayenne models. In fact, what you see is more sports performance than ever before.

The contours of the front section draw the eye, reflecting the car's excellent dynamics at first glance. The elongated engine lid is clearly reminiscent of Porsche racecars from the 1960s.

The front wheel arches are extremely well defined, while the 'power-domed' engine lid further underlines the sheer power and resolution within – this is particularly dominant on the Cayenne Turbo. Other distinguishing features include the visibly drawn-in flanks.



The sharper profile exudes eagerness and determination, which is further emphasised by the dynamic rear roof pillars and flowing coupé-like silhouette.

The rear wheel arches are typical of a sports car, streamlined and muscular, while the contoured roof spoiler pays homage to the Carrera GT. Further proof of how harmoniously our performance concept has been integrated into our design philosophy – across the entire model range.

The tapered rear screen and streamlined rear section underline the flared wheel arches – for a typically distinctive rear view.

The exterior is unmistakably Porsche. The inside too. But not in the way you are used to perhaps. The desire to achieve greater agility, flexibility and everyday practicality has led to a complete revision of the interior (p. 78 onwards): clearly inspired by the Carrera GT, the centre console now rises to meet the dashboard – for an even more involving drive.

The rear cabin area is larger and more variable than before. It features split-folding seats with fore/aft adjustment and adjustable backrest angle – for extra legroom and greater comfort. In addition, a wide range of new materials has been used. Practically everything has been changed. But one thing remains the same: the focus on you and your passengers.

Everything has changed. Apart from the concept.

The new Cayenne.



When we launched the first Cayenne in 2002, it was met with great scepticism. Can it still be considered a Porsche at all? Our reply: never before in the history of the company, has a model gone from 0 to 100,000 sold units so quickly. And even more importantly, the Cayenne has conquered the SUV market by demonstrating that exceptional sportscar performance is not just restricted to the road.

The basic concept is therefore the same. We've just continued to improve it: the new Cayenne is now lighter – up to 165 kg¹⁾ depending on the specification – and also more dynamic, more comfortable, and closer to the road than ever before. Without detracting from the qualities required for off-road driving or towing heavy loads.

Its naturally aspirated 3.6-litre V6 engine features direct fuel injection (DFI, p. 38), variable valve timing on both inlet and exhaust, and a variable resonance intake manifold – for a generous output and excellent fuel economy. In other words: we

have enhanced the performance, while significantly lowering the weight, fuel consumption and CO₂ emissions. The figures speak for themselves: maximum torque of 400 Nm, 220 kW (300 hp), a top speed of 230 km/h (143 mph) and the ability to accelerate from 0 to 100 km/h (62 mph) in 7.5 seconds. With both fuel consumption and CO₂ emissions reduced by 20%.^{1), 2)} Delivering this power to the road efficiently, Porsche Traction Management (PTM, p. 44) combines active all-wheel drive with an electronically variable multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR). PTM ensures the perfect distribution of drive torque to all four wheels, whether on long straights, through tight corners or on surfaces with different friction coefficients: for dynamic handling and increased traction. Drive is transmitted through a high-performance six-speed manual gearbox (p. 42), which ensures optimum progression through the gears. The gear lever throw is short and precise, with only minimal driver effort required.

In addition to the standard 18-inch Cayenne wheels and new larger brakes, the Cayenne can be fitted with the optional Porsche Ceramic Composite Brake (PCCB, p. 64) – for outstanding brake performance. Another key advantage: a total weight saving of approximately 50% compared with equivalent cast-iron discs.

The generous standard equipment includes partial-leather seats, climate control, the CDR-31 audio system with touchscreen, cruise control and automatic headlight activation. For added comfort, there's also a '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.

In terms of enhancing the agility and practicality of the new Cayenne, the goal we set ourselves was very clear: even more Porsche. Let's be honest, would you have expected anything else?

¹⁾ Compared to previous model.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

The only thing running low on long journeys: fuel consumption.

The new Cayenne Diesel.



Boasting outstanding performance and efficiency, the new Cayenne Diesel is ideal for longer journeys – offering high levels of torque, while fuel consumption remains low.

Its 3.0-litre V6 turbo-diesel engine is powerful and refined. The unit generates 176 kW (240 hp) and maximum torque of 550 Nm. The sprint to 100 km/h (62 mph) requires just 7.8 seconds. Top speed is 218 km/h (135 mph). In addition, both fuel consumption and CO₂ emissions have been reduced by up to 20%.^{1), 2)}

Direct fuel injection comes courtesy of a common-rail injection system. The injection pressure of up to 1,800 bar en-

sure optimum distribution of the air/fuel mixture – for enhanced dynamics. The piezoelectric injection valves enable multiple injections for each power stroke to deliver efficient combustion.

The turbocharger on the new Cayenne Diesel features Variable Turbine Geometry (VTG, p. 40), generating a higher output and impressive torque, even at low engine speeds.

Now standard equipment, the new eight-speed Tiptronic S includes gearshift controls on the steering wheel. Transmitting the high torque of the Cayenne Diesel smoothly and effectively, the eight gears are designed to facilitate both economical driving with low fuel consumption and performance driving with emphatic acceleration.

Porsche Traction Management (PTM) permanent all-wheel drive with self-locking centre differential transmits the car's power to all four wheels with optimum precision and control.

Available as a no-cost option, the 100-litre fuel tank enhances the range to well over 1,000 km (approx. 620 miles) while keeping the engine rpm and noise levels low.

The new Cayenne Diesel: proof that a 100-metre sprinter can also run a marathon.

¹⁾ Compared to previous model.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

Distinctly new, yet holding true – to Porsche.

The new Cayenne S.



The Porsche 'S' has long been a mark of heightened sports performance and abundant reserves of power. On the Cayenne S, it also stands for strength, agility and efficiency.

At the heart of the car is a naturally aspirated 4.8-litre V8 engine featuring direct fuel injection (DFI, p. 38), VarioCam Plus (p. 37) and a two-stage intake manifold. This helps to keep fuel consumption and emissions low, while ensuring maximum output. In short: 294 kW (400 hp), maximum torque of 500 Nm and a top speed of 258 km/h (160 mph). The Cayenne S accelerates from 0 to 100 km/h (62 mph) in as little as 5.9 seconds. Fuel consumption has been reduced by up to 23% and CO₂ emissions by as much as 26%.^{1), 2)} The weight of the car has also been lowered by 180 kg¹⁾.

Drive is transmitted to the road with smoothness and precision by the eight-speed Tiptronic S, which is now standard equipment and includes gearshift controls on the steering wheel. The result: optimum use of the available power reserves.

Of course, to apply exceptional power like this effectively, it needs to be harnessed and controlled. For example, by Porsche Traction Management (PTM, p. 44). On the new Cayenne S, this active all-wheel drive system features an electronically variable, map-controlled multi-plate clutch, an automatic brake differential (ABD, p. 44) and anti-slip regulation (ASR, p. 44). Working in conjunction with advanced Porsche Stability Management (PSM, p. 66), PTM ensures the required torque split in every driving scenario. On or off road.

During performance driving, as well as on leisurely journeys or when towing heavy loads.

The black slats on the air intakes make them appear larger, and the car wider. Other distinctive features include the 18-inch Cayenne S III wheels.

The Porsche 'S'. A mark to which the new Cayenne S holds true.

¹⁾ Compared to previous model.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

**We continually swim against the tide.
So you can 'coast' home.**

The new Cayenne S Hybrid.



Since the company was founded in 1948, we have always gone our own way. This is the hallmark of our independent spirit. Only thus can we continue to meet our high performance standards. And yours. For the new Cayenne S Hybrid we chose a highly sophisticated technical concept, as we felt that this would perfectly embody the key principle of an alternative drive: efficiency.

The new parallel full hybrid drive (p. 28) on the new Cayenne S Hybrid features a 3.0-litre V6 supercharged engine and an electric machine (motor/generator) that provides additional power on demand. It offers levels of acceleration that are comparable with a V8 unit, but with a reduction of up to 22% in both fuel consumption and CO₂ emissions.^{1), 2)} The engine delivers 245 kW (333 hp), while the electric machine generates 34 kW (47 hp). Working in tandem, they produce a total output of 279 kW (380 hp). With a top speed of 242 km/h (150 mph), acceleration from 0 to 100 km/h (62 mph) takes 6.5 seconds. Maximum torque is 580 Nm.

On the parallel full hybrid system, the electric machine and a decoupler are integrated directly into the drivetrain between the combustion engine and the eight-speed Tiptronic S. The decoupler ensures positive engagement with the combustion engine, thereby offering several benefits – both for the driver and the environment.

Under moderate acceleration, the electric machine can power the vehicle independently. In order to drive quietly through residential areas, for example. The generator can also be used to recuperate energy during braking, i.e. for charging the battery.

In addition, the electric machine can be used to boost performance – for faster acceleration, particularly when pulling away.

Other energy-saving features include the car's ability to glide along, even when the engine is turned off. The hybrid system therefore also brings significant advantages when not driving in urban traffic, as the vehicle can simply 'coast' along many stretches

of road without any power at all. Together with the auto start/stop function, the parallel full hybrid system offers exceptional levels of performance and efficiency.

The 'hybrid' designation on each front wing is a discreet reference to the innovative drive concept within.

Inside the car, the TFT colour display in the instrument cluster provides information on the current energy flow. Further driving data is displayed via the optional Porsche Communication Management (PCM).

But the greatest benefit of all: the new Cayenne S Hybrid is a Porsche. And it drives like one too.

¹⁾ Compared to the Cayenne S.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

**Reduced weight, lower fuel consumption, fewer emissions.
At Porsche, we believe less is more.**

The new Cayenne Turbo.



Understatement coupled with clear statements: lower fuel consumption, faster acceleration. Supreme engineering that speaks for itself. In short, everything you'd expect from a Turbo.

Another clear statement is the distinctive sound from the twin dual-tube tailpipes. Produced by the 4.8-litre twin-turbo V8 engine that delivers 368 kW (500 hp) and features direct fuel injection (DFI, p. 38). The car has a top speed of 278 km/h (173 mph) and the benchmark sprint from 0 to 100 km/h (62 mph) is completed in 4.7 seconds. Maximum torque is 700 Nm. Here too, fuel consumption has been reduced by 23% and CO₂ emissions by 25%.^{1), 2)} Not least thanks to a weight saving of 185 kg¹⁾.

Optimum traction and safety are provided by Porsche Traction Management (PTM, p. 44) active all-wheel drive. Also connecting the car to the road are the new 19-inch Cayenne Turbo wheels.

The chassis on the new Cayenne Turbo is equipped as standard with air suspension featuring self-levelling and ride-height control, as well as Porsche Active Suspension Management (PASM, p. 51). This electronic damping control system offers continuous adjustment of the damping forces on each wheel – depending on current road conditions and driving style. This enables greater car control, improving safety and comfort.

Comfort is also key in the new Cayenne Turbo interior. Standard equipment comprises an interior package in smooth-finish leather, a rooflining in Alcantara and an electrically adjustable steering column.

Also fitted as standard: the BOSE® Surround Sound System, Porsche Communication Management (PCM) with navigation module, adaptive sports seats with comfort memory package (18-way), Tyre Pressure

Monitoring (TPM, p. 57), automatic headlight activation and automatically dimming exterior and interior mirrors.

Exterior features exclusive to the new Cayenne Turbo include Bi-Xenon headlights with Porsche Dynamic Light System (PDLS, p. 61), larger air intakes and a distinctive 'power dome' on the engine lid – a clear reference to the enormous potential within.

Based on the same solid foundations as its predecessor, the new Cayenne Turbo blends phenomenal performance with comfort and efficiency. It does so in style but without ever compromising on any one in particular. Because we believe that less can also mean more.

¹⁾ Compared to previous model.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

How could we make the new Cayenne more powerful and yet, at the same time, more efficient? Where should we start? It's obvious, really. 1948 – where else? That's when the values that we hold so dearly today – and will continue to do so in the future – were established.

After all, is there anything wrong with having progressive concepts, social responsibility and a clear direction?

Drive systems and chassis



Hybrid, diesel, petrol. Many different options.
One outcome: Porsche.

Engines.

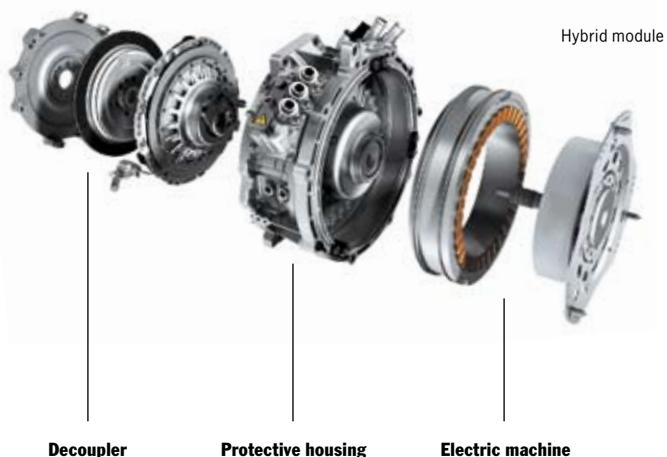
The drive system of the new Cayenne S Hybrid.

The ability to balance the dynamic interplay of forces has a name: hybrid drive. The combination of internal combustion engine and electric machine has led to a significant reduction in fuel consumption. We have opted for a solution that satisfies our requirements perfectly: the parallel full hybrid.

The new Cayenne S Hybrid has a 3.0-litre V6 supercharged engine. The charging effect of the compressor ensures high levels of torque, even at low engine speeds. The unit generates an output of 245 kW (333 hp). 440 Nm of torque is available between 3,000 and 5,250 rpm, enabling a low-rev, economic driving style while offering exceptional reserves of power.

At 288 Volts, the electric machine has a maximum output of 34 kW (47 hp). The benefits of the synchronous motor with inner rotor design are extremely compact dimensions and high levels of efficiency. It also acts as a starter motor and alternator.

Working in tandem, both units provide a total output of 279 kW (380 hp) and maximum torque of 580 Nm. The new Cayenne S Hybrid is propelled from 0 to 100 km/h (62 mph) in 6.5 seconds. These are the levels of acceleration you would usually expect from an eight-cylinder unit, but with fuel consumption of under 8.2 l/100 km (34.4 mpg) in the EU cycle.¹⁾



Decoupler

Protective housing

Electric machine

Hybrid module

On the parallel full hybrid system, the electric machine is integrated directly into the drivetrain. The hybrid module is situated between the transmission and the combustion engine. The engine is engaged and disengaged using a specially designed decoupler.

The complex interplay between combustion engine, decoupler, electric machine and battery is controlled by the electronic engine management system. It receives all information on the driving and energy status and controls both drive systems to ensure optimum performance in any driving scenario. It shuts off the combustion engine and switches it back on. Thanks to the ultra-fast decoupler and instantaneous engine start-up, all of this goes unnoticed by the driver. Under moderate acceleration, the electric machine can power the vehicle independently. For example, for driving quietly through residential areas using electricity alone. In addition, it can be used to boost



Parallel full hybrid

performance – for faster acceleration, particularly when pulling away.

The parallel full hybrid concept also comes into its own during performance driving. When the Cayenne S Hybrid is driven at high speeds and on overrun, the combustion engine is automatically disengaged from the drivetrain and shut off: the car continues to 'coast' along. Engine drag and the associated losses are eliminated and

efficiency is increased at speeds of up to 156 km/h (97 mph).

The 'e-power' function expands the range in which the vehicle can be run solely on electric power. The throttle map is adapted so that the combustion engine is engaged later than in 'Normal' mode depending on performance requirements. This is activated via a button on the centre console.

¹⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

The hybrid system features a high-voltage nickel metal hydride (NiMH) battery consisting of 240 cells. It provides the electric machine with the energy required for the vehicle to drive short distances solely on electric power.

The compact battery is located under the loadspace floor in the luggage compartment. Weighing 80 kg, its dimensions are 426 mm x 925 mm x 286 mm.

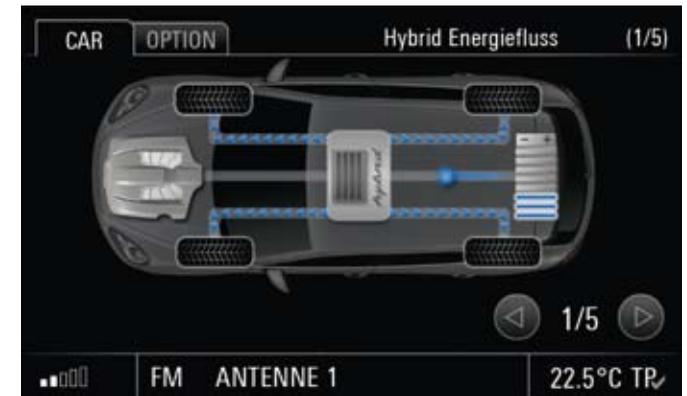
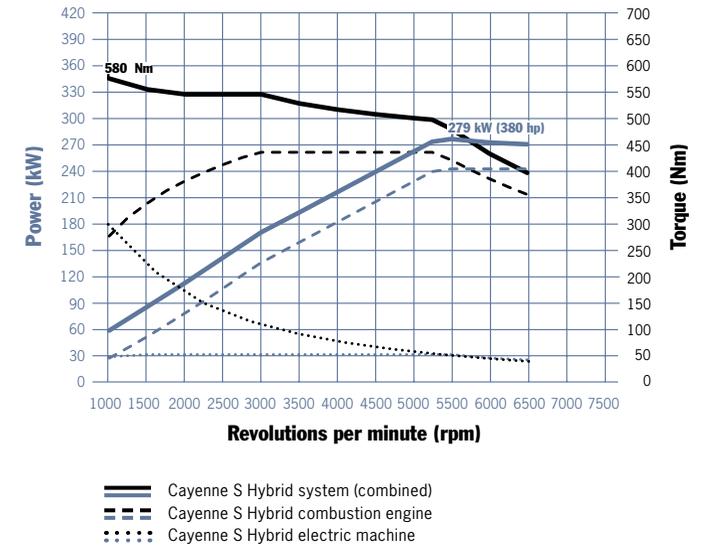
The battery is designed to last without the need for any maintenance. As the electric machine also functions as a generator, it can charge the battery under certain conditions when the combustion engine is

in part-throttle mode and through energy recovery during braking. A special battery management and cooling system maintains a constant temperature and protects the battery from overheating. It also monitors the charge/discharge processes. As a result, the life of the battery is optimised and its suitability for everyday use ensured, while offering a high capacity: 1.7 kWh.

Systems that are usually dependent on the output provided by the combustion engine, such as climate control, power steering and brake assist, run solely on electricity on the new Cayenne S Hybrid. As they do not rely on output from the engine, these functions remain active when the car is running in electric mode or when it is 'coasting' or gliding along with the engine turned off.

In summary: despite its six-cylinder powerplant, the new Cayenne S Hybrid offers performance levels that are comparable with an eight-cylinder unit – but with significantly lower fuel consumption.

Also when it comes to hybrid drives, we've taken a completely new path. Hardly surprising really, with a technology this convincing.



Energy management display in PCM: electric mode



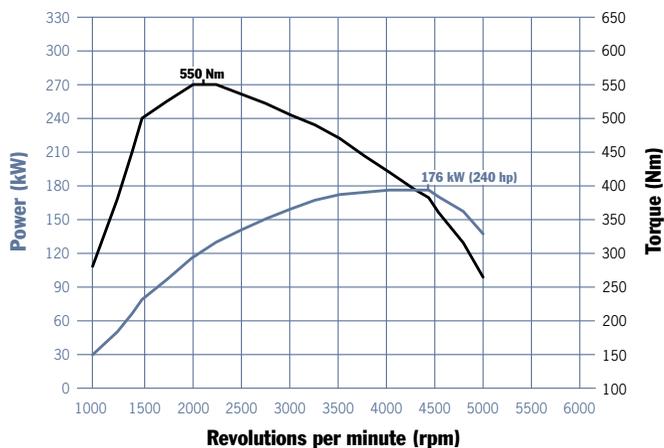
The engine of the new Cayenne Diesel.

The new Cayenne Diesel is powered by a 3.0-litre V6 turbo-diesel engine with a common-rail injection system. Its turbocharger features Variable Turbine Geometry (VTG, p. 40). The incoming exhaust gases drive a set of electronically variable turbine blades whose angle is continuously adjusted to ensure optimum performance under all engine loads. This results in an output of 176 kW (240 hp) and maximum torque of 550 Nm. The car accelerates from 0 to 100 km/h (62 mph) in 7.8 seconds.

Maximum torque is available between 2,000 and 2,250 rpm. Top speed is 218 km/h (135 mph), while fuel consumption has been lowered by 20%.



Cayenne Diesel engine



Cayenne Diesel: 550 Nm between 2,000 and 2,250 rpm, 176 kW (240 hp) between 4,000 and 4,400 rpm

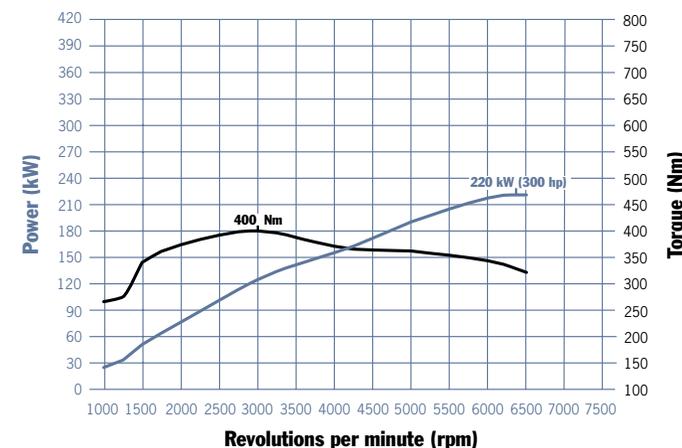
The engine of the new Cayenne.

On all Cayenne petrol engines, we have used direct fuel injection (DFI, p. 38) to achieve a significant increase in specific power and torque as well as better fuel economy and lower emissions.¹⁾

The new Cayenne features a naturally aspirated 3.6-litre V6 engine with direct fuel injection (DFI, p. 38) and variable valve timing on both inlet and exhaust. The unit delivers 220 kW (300 hp) at 6,300 rpm and maximum torque of 400 Nm at 3,000 rpm. Maximum speed is 230 km/h (143 mph). The car requires 7.5 seconds to reach 100 km/h (62 mph) with a manual gearbox. At the same time, fuel economy has been improved by up to 20%.



Cayenne engine



Cayenne: 400 Nm at 3,000 rpm, 220 kW (300 hp) at 6,300 rpm

¹⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

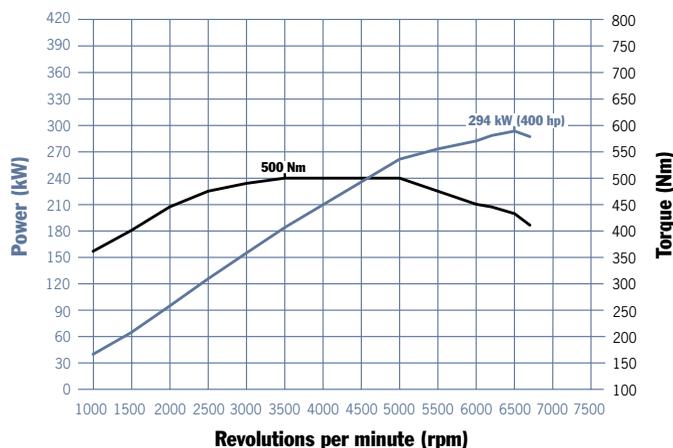
The engine of the new Cayenne S.

The new Cayenne S has a naturally aspirated 4.8-litre V8 engine with direct fuel injection (DFI, p. 38), VarioCam Plus (p. 37) and a two-stage intake manifold. The unit delivers 294 kW (400 hp) at 6,500 rpm. Maximum torque of 500 Nm is available at 3,500 rpm.

Fitted with eight-speed Tiptronic S as standard, the car is now capable of accelerating from 0 to 100 km/h (62 mph) in 5.9 seconds. Top speed is 258 km/h (160 mph), while fuel consumption has been reduced by 23%.



Cayenne S engine



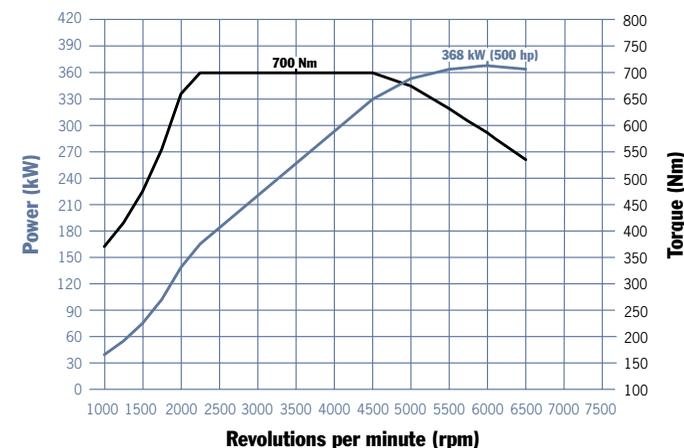
Cayenne S: 500 Nm at 3,500 rpm, 294 kW (400 hp) at 6,500 rpm

The engine of the new Cayenne Turbo.

The new Cayenne Turbo is powered by a 4.8-litre twin-turbo V8 engine featuring direct fuel injection (DFI, p. 38), VarioCam Plus (p. 37) and charge-air cooling. It generates 368 kW (500 hp) at 6,000 rpm. Maximum torque of 700 Nm is available between 2,250 and 4,500 rpm. Maximum speed is 278 km/h (173 mph), while the sprint from 0 to 100 km/h (62 mph) takes just 4.7 seconds. By introducing a range of measures, e.g. standard fitment of the eight-speed Tiptronic S, we have been able to make the car 23% more fuel efficient.



Cayenne Turbo engine



Cayenne Turbo: 700 Nm between 2,250 and 4,500 rpm, 368 kW (500 hp) at 6,000 rpm

The heart of every Porsche.
Applying power with intelligence.

Engine technology.

Auto start/stop function.

The new Cayenne models that are equipped with the new eight-speed Tiptronic S also feature an auto start/stop function. If, for example, you stop at traffic lights with your foot on the brake pedal, the auto start/stop function will automatically cut the engine. Although the engine is not running, all audio and communication

systems remain switched on and the standard climate control continues to maintain the selected temperature. The only changes you'll perceive: peace and quiet and – thanks to greater fuel economy – also peace of mind.

The system is deactivated in certain situations, e.g. if the outside temperature is very high or the battery charge is low.

The starter motor has been revised to cope with the additional demands of the system, and the battery charge and life are continuously monitored. The battery and starter motor are replacement parts that are subject to greater wear and tear with frequent use of the auto start/stop function.

Standard on the new Cayenne Diesel, new Cayenne S, new Cayenne S Hybrid and new Cayenne Turbo. Available as an option for the new Cayenne in conjunction with the optional Tiptronic S.

VarioCam Plus.

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. Inlet valve timing is steplessly adjusted. To improve response when starting from cold, for example, VarioCam Plus selects the higher lift setting and retards valve timing.

At medium revs and minimal load, the valve lift is lowered and timing advanced to minimise fuel consumption and emissions. At low engine speeds in particular, VarioCam Plus significantly improves fuel economy. To achieve

maximum power and torque, the valve lift is raised and the timing advanced.

Overall, the system provides greater performance with relatively modest fuel consumption.

Standard on the new Cayenne S and new Cayenne Turbo.

Variable valve timing.

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.

On the new Cayenne S Hybrid, the inlet valve timing is continuously adjusted.

The key benefits include better fuel economy and lower emissions. It also helps to generate greater power and torque – even at low engine speeds.

Standard on the new Cayenne and new Cayenne S Hybrid.



VarioCam Plus



Compression with precision. Essential for getting right to the point.

Direct fuel injection (DFI).

DFI injects fuel directly into the combustion chamber at up to 120 bar with millisecond precision using electromagnetic injectors. The injector position and spray geometry have been carefully designed to improve output, torque, fuel economy and emissions. The swirling of the fuel as it enters each chamber increases the mixing of air and fuel, thereby enhancing combustion. By forming the air/fuel mixture directly in the combustion chamber, DFI contributes to engine cooling. As a result, it was possible to increase the compression ratio and therefore power and efficiency.

Direct fuel injection on the diesel engine (common-rail injection system).

On the Cayenne Diesel, direct fuel injection comes courtesy of a common-rail injection system. The injection pressure of up to 1,800 bar ensures optimum distribution of the air/fuel mixture – for greater performance. The piezoelectric injection valves provide flexible injection rate adjustment, using exactly metered quantities of fuel, with multiple injections for each power stroke to deliver smooth combustion.

Cooling systems.

A high-performance engine can only maintain its maximum capability over a long service life if all components are operating

consistently within a specific temperature range. The engines in the new Cayenne models are therefore designed for optimum cooling.

The V8 engines have an enhanced coolant management system offering effective temperature control throughout the engine. While 20% of coolant flows longitudinally through the crankcase, the remaining 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 within the main lubrication system. In addition, thermal management ensures that the optimum operating temperature for the engines is reached more quickly. This keeps

emissions and fuel consumption low, even when starting from cold.

The entire cooling system is designed for prolonged heavy-duty use, e.g. off-road driving or heavy towing and carrying applications.

Lubrication.

The V8 engines use dry-sump lubrication to ensure a consistent supply of oil in all load conditions, especially in off-road terrain. The oil reservoir is located inside the engine. This saves on space and reduces weight.

Oil is circulated around the V8 engines using a demand-driven pump. This has been designed

for the toughest driving scenarios on and off road, including performance driving and extreme gradients.

The V6 engine in the Cayenne has a wet-sump lubrication system. Ensuring a reliable supply of oil, no matter how challenging the driving conditions.



Air intake system.

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

The effect is enhanced in the new Cayenne and new Cayenne S by a two-stage intake manifold. This variable geometry 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).

The result: highly impressive torque ratings across the entire engine speed range.

Turbocharging system in the new Cayenne Turbo.

In the new Cayenne Turbo, the engine is assisted by twin turbo-charger units arranged in parallel – one for each bank of cylinders. Incoming air is passed through a filter and compressed by the turbine units. Its temperature is then reduced in the twin inter-cooler system, which improves cylinder charging and limits thermal loads on the engine.

Supercharging system in the new Cayenne S Hybrid.

The engine in the new Cayenne S Hybrid is equipped with a supercharger. For a more direct

response, even at low revs and road speeds. This is particularly useful when driving in urban traffic. The supercharger has a low-temperature water cooling system for cooling the charge air.

Variable Turbine Geometry in the new Cayenne Diesel.

The turbocharger in the new Cayenne Diesel features Variable Turbine Geometry (VTG). The gas-flow from the engine is channelled onto the turbines via electronically adjustable guide vanes. By changing the vane angle, the system can replicate the geometry in all types of turbo, large or small, and thus achieve the optimum gas-flow

characteristics. As a result, even at low engine rpm, the turbine speed is maximised. For a significant increase in boost pressure, excellent cylinder charging plus greater power and torque.

Electronic engine management.

Cultured performance in all driving scenarios requires comprehensive engine control. The electronic engine management system does this by continually monitoring the relevant input data from a variety of sophisticated sensors. This data is then compared with a corresponding set of reference values. Based on this information, a range of key engine functions, e.g. ignition and injection timings as well as injection quantities, are seamlessly and automatically adjusted. Other major functions include automatic compensation for changes in fuel quality and control of the variable-tract intake manifold. On the new Cayenne Turbo, the engine

management system also regulates the turbo boost pressure. The results: optimum fuel economy and lower CO₂ emissions as well as greater power and torque at all times.

Exhaust system.

The lightweight exhaust systems in the new Cayenne models are made from special, long-life stainless steel. The key features of the catalysts are high efficiency, faster warm-up and a long service life. The sports exhaust system¹⁾ available as an option on the new Cayenne and new Cayenne S provides an even more distinctive sound. The package also includes a specially designed set of twin dual-tube tailpipes. All exhaust systems, standard and sports, comply with the strict EU5 emissions legislation.²⁾



Tailpipes on the Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid



Tailpipes on the Cayenne Turbo



¹⁾ Introduction planned for 09/2010. For new Cayenne only in conjunction with Tiptronic S.

²⁾ The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. For more information on individual models and final data, please contact your Porsche Centre.

Precision control.
Whatever your choice of terrain.

Transmission.

Six-speed manual gearbox.

The six-speed manual gearbox on the new Cayenne has been specifically adapted for the demands of high-performance use. The gear lever throw is short and precise, and each of the six ratios has been selected for optimum progression through the gears. As the centre console rises to meet the dashboard, the gear lever is close to hand – for an even more engaging drive.

The standard upshift display in the instrument cluster helps to reduce fuel consumption still further.

Eight-speed Tiptronic S is also available as an option on the Cayenne in conjunction with the auto start/stop function.

Standard on the new Cayenne.

Eight-speed Tiptronic S.

The outstanding feature of the new eight-speed Tiptronic S is a particularly wide ratio spread. First gear is designed for optimum acceleration when pulling away and greater performance when

tackling ascents and towing loads in off-road terrain. Top speed is reached in 6th gear. The two upper gears are used to lower the revs at high speed, thereby enhancing fuel economy and occupant comfort. On the motorway in particular, driving at low



Tiptronic S gear selector



revs will significantly reduce the noise level inside the vehicle.

In automatic mode, the driver can influence gearshifts on the Tiptronic S using the throttle and brakes alone. Tiptronic S automatically adapts the gearshift points for performance driving – equally, if a more defensive driving style is detected, the system selects a gearshift point that offers maximum fuel economy. Under heavy braking, Tiptronic S shifts down to maximise engine braking.

An electric pump is used to maintain the required pressure of the transmission fluid, e.g. to transmit high levels of torque at lower engine speeds.

The standard three-spoke steering wheel in conjunction with Tiptronic S has two ergonomic switches for manual gear changes. One press forward with the thumb and Tiptronic S shifts up. One pull backwards with the index finger and Tiptronic S shifts down. Either the right or left-hand switch can be used.

Naturally, you can also change gear using the gear selector lever on the centre console.

Standard on the new Cayenne Diesel, new Cayenne S, new Cayenne S Hybrid and new Cayenne Turbo. Optional for the new Cayenne.

Intelligent, discreet, responsive.
The ideal travelling companion.

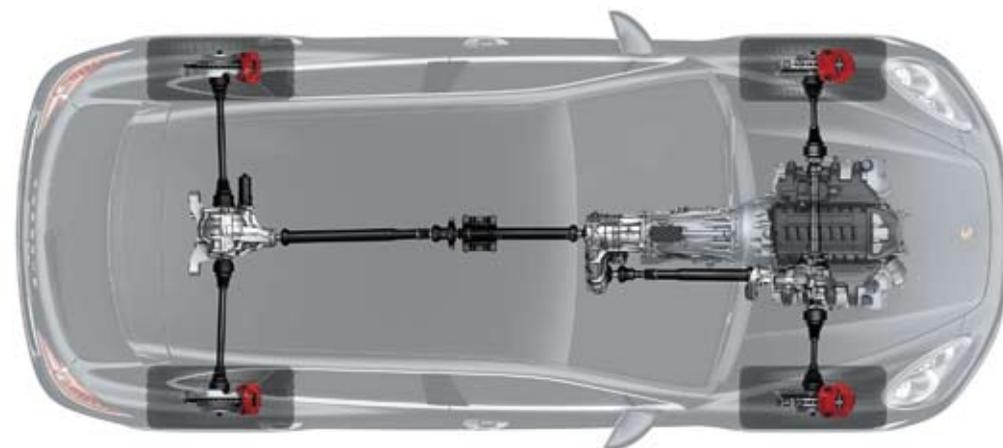
Porsche Traction Management (PTM) on the new Cayenne, Cayenne S and Cayenne Turbo.

Porsche Traction Management (PTM) is an active all-wheel drive system with an electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR).

Torque is distributed between the front and rear axles by means of the electronically variable multi-plate clutch. For the toughest off-road terrain, the differential can be locked using the PTM control on the centre console. With the aid of on-board sensors, the status of the car is continuously monitored and the front/rear split is adjusted to match changing driving conditions. The

sensors are used to measure a range of values, including the rotational speed of all four wheels, the lateral and longitudinal acceleration of the car, and the current steering angle.

If, for example, the rear wheels threaten to lose traction under acceleration, a greater proportion of drive torque is automatically transmitted to the front axle by



All-wheel drive on the Cayenne, Cayenne S and Cayenne Turbo

a more positive engagement of the multi-plate clutch. In addition, ASR minimises wheel spin. During cornering, the required level of engine torque is distributed to the front wheels to ensure excellent lateral stability.

In conjunction with advanced Porsche Stability Management (PSM, p. 66), PTM ensures the perfect distribution of drive torque for optimum traction in

all road scenarios, whether on long straights, through tight corners or on surfaces with different friction coefficients. If one of the wheels is about to lose traction, PTM uses the ABD function to apply the corresponding brake. As a result, more drive is automatically transferred to the opposite wheel. If both wheels on one axle are in danger of slipping, ASR immediately intervenes and modifies engine output to main-

tain drive. As well as enhancing traction and active safety, Porsche Traction Management (PTM) offers exceptional handling and driving dynamics.

Standard on the new Cayenne, new Cayenne S and new Cayenne Turbo.



Porsche Traction Management (PTM) on the new Cayenne Diesel and Cayenne S Hybrid.

The new Cayenne Diesel and new Cayenne S Hybrid feature a permanent all-wheel drive system with self-locking centre differential. This provides a standard torque split of 60% to the rear and 40% to the front. If one of the wheels is about to lose grip, the self-locking centre differential

transmits the torque to the axle offering the highest level of traction. The ASR and ABD systems work in the same way as in the PTM on the new Cayenne, Cayenne S and Cayenne Turbo.

On the Cayenne Diesel and Cayenne S Hybrid, PTM also enables variable distribution of engine torque to the rear wheels, thereby enhancing steering precision and driving

dynamics. Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel. This supports the steering motion of the car, thereby improving its cornering dynamics.

Standard on the new Cayenne Diesel and new Cayenne S Hybrid.



Porsche Hill Control (PHC).

A standard feature on all new Cayenne models, Porsche Hill Control (PHC) provides downhill assistance by maintaining a

constant rate of speed on extreme downhill gradients. It is activated via a switch on the centre console. The speed can be set to between 3 and 30 km/h (2 and 19 mph).

From urban jungle to the windy wilds.
The new Cayenne: perfectly at home on any terrain.

Off-road capability.

Steep ascents leading to snow-covered mountain lodges, boggy ground or muddy, loose surfaces – all situations that the Cayenne handles superbly with intelligent all-wheel drive. The drive systems featured on the new Cayenne models deliver exceptional torque. For plenty of power on tap. On any terrain.

Operating concept.

With the help of Porsche Traction Management (PTM), the Cayenne can cope with even the most demanding off-road scenarios. Simply move the main off-road control on the centre console forward or backward to select one of up to three off-road modes (depending on the model).

Available on the Cayenne, Cayenne Diesel, Cayenne S and Cayenne Turbo, this function readies the car for off-road use or reverts the setting to normal road driving.

In Off-road Mode 1, for example, the maps for all relevant systems, e.g. ABS, are adapted to provide optimum traction.



In addition, Porsche Hill Control is activated and High Level I is selected on vehicles featuring air suspension with PASM. If that's not enough, the air suspension can be raised further to High Level II to increase the approach/departure angle and wading depth.

Push the off-road control forward again on the Cayenne, Cayenne S and Cayenne Turbo to activate Off-road Mode 2 – for even greater traction on difficult terrain, the multi-plate clutch can be fully locked.

The electronically variable rear differential on the optional Porsche Torque Vectoring Plus (PTV Plus) is integrated within the all-wheel drive system. This automatically ensures the opti-

mum distribution of drive torque on particularly uneven surfaces. If one of the rear wheels begins to slip, the rear differential varies the amount of torque transmitted through each drive shaft, thereby restoring traction. In Off-road Mode 3, the rear differential can be manually locked using the main off-road control. Then both rear wheels receive the same amount of torque, regardless of surface conditions. The optional PDCC (p. 53) enables greater wheel articulation in all three modes, improving traction still further.

For effective prevention of damage to the underside of the car, all new Cayenne models can be equipped with optional off-road underbody protection comprising rock rails with integrated skid

plates, a reinforced engine-bay guard, additional protection for fuel tank and rear axle, and a second towing lug.



Main off-road control

**Making headway without getting in a spin.
An approach we thoroughly support.**

Chassis.

Porsche Torque Vectoring Plus (PTV Plus).

A new system for enhancing driving dynamics and stability, PTV Plus offers variable distribution of engine torque to the rear wheels and mechanical limited-slip rear differential. Depending on the steering angle, steering speed, throttle pedal position, yaw velocity and vehicle speed, PTV Plus optimises steering response and precision by applying brake pressure to the left or right rear wheel, as required.

Specifically, this means that when entering a corner at high speed, moderate brake pressure is applied to the inside rear wheel.

This transfers drive torque to the outside rear wheel which supports the steering motion of the car, thereby improving its cornering dynamics.

At slow and medium speeds, PTV Plus considerably enhances agility and steering precision. At high speeds, during fast cornering and under wheel spin, the mechanical limited-slip rear differential ensures additional stability. Also on variable-grip surfaces, in the wet and on snow, PTV Plus – combined with Porsche Traction Management (PTM) and Porsche Stability Management (PSM) – provides a major contribution to active safety.

In off-road terrain, PTV Plus reduces wheel spin on the rear wheels – even when towing heavy trailer loads. The electronically controlled rear differential can be fully locked using the off-road control on the centre console.

Optional for the new Cayenne, new Cayenne S and new Cayenne Turbo.

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.

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

PASM has three setup modes: 'Comfort', 'Normal' and 'Sport'.

Whichever one you select, the system uses a series of sensors to monitor the movement of the body. It also gathers data on lateral acceleration, steering angle, brake pressure and engine torque and modifies the damping force on each individual wheel in accordance with the selected mode.

PASM remains active at all times. It automatically adapts to the prevailing driving conditions, enabling greater car control and improving comfort and safety.

Optional for the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne S Hybrid. Standard on the new Cayenne Turbo: air suspension with PASM.



Porsche Active Suspension Management (PASM)

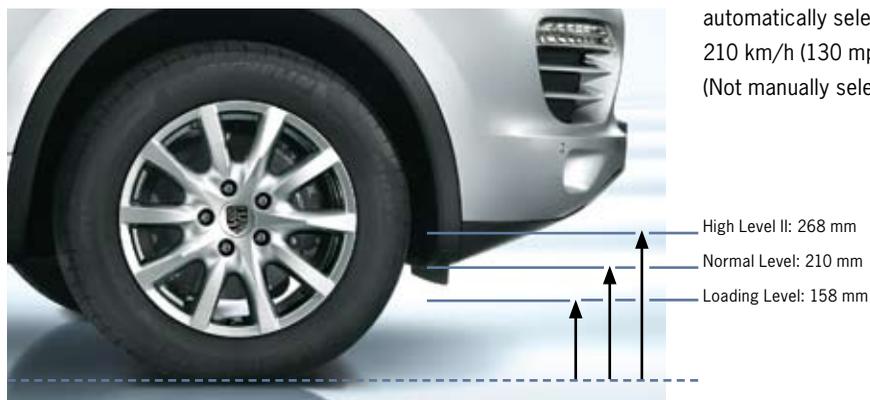
**Have you got a rough idea of smooth performance?
Let us show you more.**

Air suspension.

The new Cayenne models can be equipped with an air suspension system featuring self-levelling, ride-height control and PASM – for enhanced driving dynamics and comfort. The self-levelling facility maintains a constant ground clearance, which can easily be adjusted using the ride-height control on the centre console:

- 1. High Level II.
58 mm above Normal Level;
max. ground clearance:
268 mm (Cayenne Turbo:
273 mm); selectable at speeds
of up to 30 km/h (19 mph).
- 2. High Level I.
28 mm above Normal Level;
max. ground clearance: 238 mm
(Cayenne Turbo: 243 mm);
selectable at speeds of up to
80 km/h (50 mph).
- 3. Normal Level.
Max. ground clearance: 210 mm
(Cayenne Turbo: 215 mm).
- 4. Low Level I.
22 mm below Normal Level;
max. ground clearance: 188 mm
(Cayenne Turbo: 193 mm);
automatically selected above
138 km/h (86 mph).
- 5. Low Level II.
32 mm below Normal Level;
max. ground clearance: 178 mm
(Cayenne Turbo: 183 mm);
automatically selected above
210 km/h (130 mph).
(Not manually selectable.)
- 6. Loading Level.
52 mm below Normal Level;
max. ground clearance: 158 mm
(Cayenne Turbo: 163 mm);
only selectable when vehicle is
stationary.

Air suspension with PASM standard on the new Cayenne Turbo. Optional for all other Cayenne models.



Air suspension ride heights

Porsche Dynamic Chassis Control (PDCC).

Available as an option in conjunction with air suspension, Porsche Dynamic Chassis Control (PDCC) is an active anti-roll system that further enhances the extraordinary road holding and precision handling of the new Cayenne models.

PDCC anticipates and significantly reduces lateral body movement when cornering. This is achieved with the aid of the active anti-roll bars featuring hydraulic swivel motors on the front and rear axles. The system responds to the current steering angle and lateral acceleration by producing a stabilising force that precisely negates the swaying force of the body.

The benefits are greater agility at every speed, more responsive steering, stable load transfer characteristics and enhanced occupant comfort. When off-road mode is selected via a switch in the centre console, 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 and

ensures that each individual wheel has more contact with the ground, improving traction on uneven surfaces.

Optional for the new Cayenne, new Cayenne S and new Cayenne Turbo.



High-speed cornering in the Cayenne S without PDCC



High-speed cornering in the Cayenne Turbo with PDCC

Shedding weight. Adding agility, economy and comfort.

Weight reduction.

The axle concept on the new Cayenne models features consistent lightweight construction thanks to the use of new materials. The results: enhanced driving dynamics, lower fuel consumption and optimum occupant comfort.

Front axle.

The chassis on the new Cayenne models offers a direct response – for a more rewarding driving experience.

The wishbones on the subframe-mounted front suspension with

high-mounted upper arms are now in aluminium. This axle design ensures accurate wheel location, greater agility and minimal interference on uneven surfaces.

The subframe is secured on large rubber mountings that reduce road noise to a minimum. It is also specially constructed to increase stability. For enhanced

comfort and even greater active and passive safety. In the event of an impact, the subframe deforms in a predefined manner.

Rear axle.

The rear axle features multi-link suspension. Ideal for performance road and track use, it also copes well with the extremely high towing and carrying loads that are possible with each Cayenne. 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 also easier to load.

The rear axle design minimises dive and squat under acceleration and braking. It also improves mid-corner stability and compensates for sudden load transfer. In short: it enables a more relaxed way of driving. Examples of intelligent lightweight construction on the rear axle include hollow drive shafts.

Steering.

The steering system has been completely revised and adapted for a sportier driving style. Around the straight-ahead position, in particular, the ratio is now more direct. With the variable steering ratio and special valve settings on the power-steering system, optimum manoeuvrability is ensured. The turning circle of the new Cayenne models is just 11.9 metres.

The steering column itself consists of multiple collapsing sections linked by two universal joints and a special deformation element provides additional safety in the event of a front impact.

Electro-hydraulic power steering is used for the first time on the Cayenne S Hybrid. The demand-driven pump only provides assistance to the steering as and when required, thereby contributing to overall efficiency.

Servotronic.

Servotronic is a speed-sensitive power steering system.

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

Standard on the new Cayenne S Hybrid. Optional for the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne Turbo.



More than just a small cog in the system.

Wheels.

All of the wheels for the new Cayenne models have been specifically designed to reflect the character of the car – and convey it to the road.

Standard on the new Cayenne and new Cayenne Diesel: the new 18-inch Cayenne wheel. Standard on the new Cayenne S and new Cayenne S Hybrid: the new 18-inch Cayenne S III wheel. Standard on the new Cayenne Turbo: the new 19-inch Cayenne Turbo wheel.¹⁾

A range of other wheel options in various sizes (up to 21 inches in diameter) is available for all models.

¹⁾ For details of all wheel options, see page 118.

²⁾ In conjunction with 275-mm tyres for the Cayenne Turbo and 265-mm tyres for all other models.

³⁾ Introduction planned for 07/2010.

Tyres.

All tyres have been optimised with regard to driving performance, handling, rolling resistance and weight. They also provide great potential for reducing fuel consumption and emissions.

The three basic components of the tyre have been enhanced – the rubber compound, tread design and the architecture of the substructure. This reduces rolling resistance and fuel consumption.

Tyre Pressure Monitoring (TPM).

Tyre Pressure Monitoring (TPM) provides early warning of any drop in pressure via the on-board computer display.

In addition, the driver can quickly and easily check the individual pressures in all four wheels via the multi-purpose display in the instrument cluster.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.



19-inch Cayenne Turbo wheel



19-inch Cayenne Design II wheel²⁾



20-inch Cayenne SportDesign II wheel



18-inch Cayenne wheel



18-inch Cayenne S III wheel



20-inch RS Spyder Design wheel



21-inch 911 Turbo II wheel (forged)



21-inch Cayenne SportEdition wheel³⁾

A white Porsche SUV is driving on a two-lane road that curves along the edge of a large, calm lake. The road is paved and has a white center line. The lake is on the left, and a forested hillside is on the right. The sky is clear and blue. The car is in the foreground, moving towards the viewer. The license plate is visible and reads 'S-VW 9200'.

Safety and environment

While no one can possibly know for sure what is going to happen, it's always good to be prepared for every eventuality.

Driving with foresight.
Quite literally.

Safety.

It's always a pleasure taking corners in a Porsche. Especially when they're now so visible at night. The striking lighting arrangement is also instantly recognisable. The lights on the new Cayenne Turbo feature a unique design that differs significantly from all other models.



Night design (Cayenne Turbo)

Automatic headlight activation.

The headlights are automatically switched on when darkness sets in or when driving through a tunnel in the daytime. Other features include an automatic switch-off and 'Welcome Home' function – when you arrive at a destination after dark, the headlights remain illuminated for a user-defined period, lighting your path from the car.

Standard on all new Cayenne models.

Halogen headlights.

The projector-beam halogen headlights feature automatic static range control and reflection high-beam lights – for optimum illumination of the road.



Headlight (Cayenne, Cayenne Diesel, Cayenne S, Cayenne S Hybrid)



Headlight (Cayenne Turbo)

Standard on the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne S Hybrid.

Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS).

Featuring halogen auxiliary headlights, integrated headlight cleaning and automatic dynamic range control, the Bi-Xenon headlights provide more uniform illumination of the road in both dipped and high-beam mode.

The dynamic cornering light function swivels the headlights towards the inside of a bend based on the current steering angle and road speed. The static cornering lights activate the auxiliary headlights in order to

illuminate more of the road in tight bends and turns.

PDLS also features speed-sensitive headlight control and an adverse weather function, which is activated in conjunction with the rear foglight – for even greater safety, not just at night and during cornering.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.

Daytime running lights.

Fitted as standard on all new Cayenne models: LED daytime running lights. On the new Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid, these are arranged horizontally in the front light units,

whereas on the Cayenne Turbo each headlight unit has four LED spotlights. Daytime running lights improve safety in the daytime as they make you more visible to other road users.

Taillights.

LED technology is used for all functions on the new rear light modules. For an ultra-fast response and greater luminance. In short: for greater safety.

In an emergency stop, the adaptive LED brake lights on the new Cayenne models pulsate to alert the traffic behind more quickly to a critical situation. The high-level third brake light is integrated into the roof spoiler.



Outstanding brake performance. To the point.

Braking systems.

Porsche brakes are renowned worldwide as the benchmark in performance and durability. Equipped with new braking systems, the new Cayenne and new Cayenne Diesel models continue this tradition. The larger brakes offer excellent deceleration – even when the car is fully laden with five adult occupants, a full complement of luggage and a braked trailer load of up to 3,500 kg (Cayenne with manual gearbox: 2,700 kg).

All Cayenne models have internally vented discs all round, ensuring consistent performance during heavy use. The front disc dimensions (diameter/thickness) are 350 mm/34 mm on the new Cayenne and new Cayenne Diesel, 360 mm/36 mm on the new Cayenne S and new Cayenne S Hybrid, and 390 mm/38 mm on the new Cayenne Turbo.

All models have six-piston monobloc aluminium brake calipers at the front and four-piston equivalents at the rear.

The calipers are black on the new Cayenne and new Cayenne Diesel and silver on the new Cayenne S and new Cayenne S Hybrid. On the new Cayenne Turbo, they feature a striking red paint finish.



Standard braking system
(Cayenne/Cayenne Diesel)



Standard braking system
(Cayenne S/Cayenne S Hybrid)



Standard braking system (Cayenne Turbo)



Braking is assisted by a tandem booster and large brake master cylinder. Further assistance is provided by PSM (p. 66).

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

Electric parking brake.

Manually activated and deactivated, the electric parking brake releases automatically as you drive off.

Automatic hold function.

With the automatic hold function, you can pull away on the flat or a slope without ever rolling back. The system automatically detects when the vehicle has come to a halt on an uphill gradient. PSM then maintains the brake pressure at all four wheels for a brief period to prevent the vehicle from moving in the opposite direction.

Recuperation.

The electronic engine management system on the new Cayenne S Hybrid controls the braking process so that, when the brake pedal is actuated, as much expended energy as possible can be harnessed by the electric machine's generator and stored in the 288-Volt nickel metal hydride (NiMH) battery. This is referred to as recuperation.

To do this, the engine management system adjusts the generator current depending on the brake pedal position, recovers part of the kinetic energy and stores it in the battery. When the pressure on the brake pedal exceeds a certain threshold, the brakes are applied.

Porsche Ceramic Composite Brake (PCCB).

Available as an option on all new Cayenne models, the Porsche Ceramic Composite Brake (PCCB) has already proven its ability to cope with the harshest requirements of the racetrack. It is available in conjunction with 20-inch wheels or larger for the Cayenne Turbo and with 19-inch wheels or larger for all other Cayenne models.

The cross-drilled discs are generously proportioned: on the Cayenne Turbo they have a diameter of 410 mm at the front and 370 mm at the rear, while on all other models they measure 390 mm and 370 mm, respectively.

The discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at approximately 1,700 °C. The resulting material is not only much harder than cast iron, it is also more resistant to heat.



Porsche Ceramic Composite Brake (PCCB)

Even at high temperatures, the thermal resistance of the PCCB disc ensures outstanding dimensional stability. The ceramic material is totally resistant to corrosion and offers excellent acoustic damping properties.

PCCB enables shorter braking distances – no matter how tough the driving conditions. The pedal response is fast and precise with only moderate input required.

Excellent fade resistance ensures greater balance when slowing from high speed.

The key advantage of PCCB is a total weight saving of approximately 50% compared with equivalent cast-iron discs. As well as enhancing performance and fuel economy, the unsprung and rotating masses are lightened. The results: greater comfort and road-holding on uneven road

surfaces plus better handling and agility.

Optional for all new Cayenne models.

**Preparing for the road ahead.
With a little help from PSM.**

Porsche Stability Management (PSM).

Porsche Stability Management (PSM) is an electronic control system that uses a range of functions – including anti-lock braking (ABS) – to help stabilise the vehicle (and trailer, if fitted) in hazardous road scenarios. Throughout each journey, sensors monitor the direction, speed, yaw velocity and lateral

acceleration of the car. Using this information, it is possible to calculate the actual direction of travel at any given moment. 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 transmitted to the wheels.

PSM has three 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 disc. If the driver goes on to apply the brakes, the calipers respond more quickly and the braking distance is reduced.



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.

For added safety, the system also readies the brakes whenever a decreasing distance to the vehicle in front is detected. The optional adaptive cruise control and PSM interact to prefill the brakes.

Even if adaptive cruise control is inactive, the system registers the speed of the vehicle in front and automatically readies the braking system. In addition, the system alerts the driver to the decreasing

distance by briefly tugging on the brakes.

PSM also features a trailer stabilisation function – for 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 inconsistent road surfaces.

Other features include a special control strategy in the ABS for braking on loose surfaces. By briefly locking the wheels, a

wedge is formed ahead of each tyre which provides additional purchase to help slow the car, e.g. on gravel or snow.

For a more involving driving experience, PSM can also be disabled, but remains active in the background.

Standard on all new Cayenne models.

**Placing great weight on safety.
While taking things lightly.**

Bodyshell construction.

Our ongoing development of the lightweight steel body is a decisive factor in the enhanced passive safety and unparalleled rigidity of the Cayenne body.

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. The interior is protected by hot-formed super high-strength steel reinforcements, including side intrusion beams in each of the doors.

High strength and consistent deformation properties: two key safety requirements fulfilled by the multiphase steel used throughout the body. Thanks to a safety cage structure made from high-tech steels, the highly resilient passenger cell offers high levels of protection.

Airbags.

All Cayenne models are equipped with full-size front airbags for driver and front passenger as standard. These are augmented by Porsche Side Impact Protection (POSIP). This comprises a side airbag in each front seat,

curtain-type airbags on each side of the roof offering optimum head protection for both rows of seats and side impact protection elements in each door. Side airbags at the rear are also available as an option.



Passive safety: bodyshell

- Multi-phase steels
- Boron-alloyed steels
- Plastic
- Aluminium
- Deep-drawn steels
- High-strength micro-alloyed steels



Passive safety: airbags

Two impact sensors are located at the front of the car to enable better detection of a head-on collision. The driver and front passenger airbags use a gas generant based on an organic propellant. As a result, the airbags are lighter, more compact and easier to recycle. A roll-over 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.

Seat belt system.

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).

ISOFIX mounting points.

The front passenger seat and outer rear seats are equipped with ISOFIX mounting points for compatible child seats (p. 84) as standard. If a child seat is mounted on the front passenger seat, the corresponding airbag can be quickly deactivated using a key-operated switch.

**Great achievements are something to be proud of.
Even more so if they benefit the world around you.**

Environment.

The concept behind every car we build is based around the pursuit of performance. This has been the case since 1948. Another of our traditional core values is efficiency. At Porsche, we are continually striving to find a successful balance between the two.

This is achieved using advanced engine concepts featuring technologies such as DFI (p. 38), VarioCam Plus (p. 37), the auto start/stop function (p. 36), the parallel full hybrid drive and consistent lightweight construction.

Weight reduction is a key aspect of our design philosophy derived from our rich racing heritage. Part of our R&D Centre, the Motorsport Department is located in Weissach where it shares premises with the Automotive

Industry Exhaust Emission Centre (ADA). Just a coincidence? We call it symbiosis.

In practice: the new Cayenne is up to 185 kg lighter, depending on the model.¹⁾ This was achieved through new weight-saving developments and materials, new production technologies, advanced functionalities and concept modifications. By using lighter

materials, for example, we have halved the weight of the tailgate. New materials are also a feature of the axle construction, with steel being replaced where possible by lightweight alternatives such as aluminium and plastic.

The benefits for the driver: greater agility and driving dynamics – with lower fuel consumption. Efficiency at its best.

¹⁾ Compared to previous model.



Porsche engines. Performing for today – and the future.

Exhaust emissions.

The new Cayenne models are all equipped with the latest emissions technology. As a result, they comply with the stringent European exhaust emissions standard, EU5.

Whatever the class, every Porsche combines high performance with comparatively moderate emissions. On the Cayenne models, this is achieved using

advanced drive concepts – from petrol and diesel engines to our new parallel full hybrid drive. This is further aided by the rapid warm-up cycle of the catalytic converters. The optimum operating temperature is reached earlier so emissions are reduced sooner when starting from cold.

On the petrol-engined and hybrid models, 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 amount of fuel – for effective emissions control.

The exhaust-gas recirculation on the Cayenne Diesel routes part of the exhaust gas back into the combustion process, resulting in lower peak combustion temperature and therefore lower nitrogen oxide emissions. An oxidation catalyst also forms an integral

part of the process along with a diesel particulate filter. This ensures that the new Cayenne Diesel meets the EU5 emissions standard.

Fuel and fuel economy.

Increasing performance while enhancing fuel economy. The new Cayenne comes in a choice of three different drive systems each featuring state-of-the-art technology for high efficiency and relatively low fuel consumption. The petrol-engined models already operate on fuels with an ethanol content of up to 10%.

The diesel engine is compatible with a biodiesel blend of max. 7%.

This further improves the carbon dioxide balance since the plants grown for the production of biofuels absorb carbon dioxide from the atmosphere. As you can see, for the benefit of the environment, we are continually working on making our cars more efficient – as well as compatible with alternative fuels. While ensuring that they remain one thing: a thoroughbred Porsche.

Fuel system.

We have also applied the highest standards in order to protect the environment from fuel evaporation. The non-return fuel supply system provides a considerable reduction in vapour emissions. The lines carrying vapour are made from multi-layer plastics. A large active-carbon filter and multi-layer plastic fuel tank help reduce evaporation still further.

Standard on the new Cayenne, new Cayenne S, new Cayenne S Hybrid and new Cayenne Turbo.



Noise.

As paradoxical as it may seem, the distinctive Porsche sound is also created by what you don't hear – the absence of unwanted noise. Naturally, its main origin is deep within the engine. But that's not all. Our holistic approach to vehicle design also extends to the acoustics. Which is why we've optimised them for the entire car.

To minimise 'play' between components, we've used stronger, lighter and more temperature-resistant materials. This reduces mechanical noise. Large-volume silencers and air intake manifolds also help to eliminate 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 a sound that is pure Porsche.

Servicing.

With lengthy service intervals and long-life components, vehicle maintenance is kept to a minimum. 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 instance, feature automatic hydraulic control.

Thanks to single-spark coils on each of the cylinders, the entire ignition system on the petrol-engined models, with the exception of the spark plugs, is maintenance-free.

These modest service 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.

The new Cayenne S Hybrid doesn't require any additional servicing.

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, please consult the relevant price list or contact your Porsche Centre.

Materials and recycling.

Owning a Porsche should be a lasting pleasure with minimal impact on the environment. This Porsche principle can be summed up in one word: sustainability. The lightweight exhaust on the Cayenne models, for example, is constructed from long-life stainless steel.

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 clearly labelled for

subsequent identification and sorting to facilitate efficient recycling.

While more than 95% 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.

For more information on environmental issues, please visit www.porsche.com.



Comfort and transport



Working efficiently to achieve a lot. Surrounded only by those things that are really essential. With an opportunity for you to lean back and enjoy.

A familiar environment? Just like the new Cayenne models.

Déjà vu, yet totally new.

Comfort.

As on every Porsche, the interior of the new Cayenne is designed around the driver, combining sporting style with the very highest standards of ergonomics, comfort and quality.

Particularly striking features include the way the centre console rises to meet the dashboard – clearly inspired by the Carrera GT. This immediately enhances the interior structure, a continuation

of the car's dynamic exterior lines. The seat position and three-spoke steering wheel offer exceptional support and contact – for an even sportier ride.

A typical Porsche feature, yet totally new on the Cayenne: the five round instruments now form the familiar cluster and are slightly raised from the dashboard as a visual unit. The high-resolution 4.8-inch TFT colour screen displays information from the on-board computer or, in conjunction with PCM including navigation module, map data from the navigation system. It also shows the settings of the optional adaptive cruise control or gives various warnings, such as alerts from Tyre Pressure Monitoring (TPM), which is also available as an option.

On the new Cayenne S Hybrid, the display also provides information about the energy management.

Oil pressure, oil and coolant temperature as well as the fuel level are displayed using analogue gauges, while the boost pressure gauge on the new Cayenne Turbo is digital. A compass display in the instrument cluster is available as an option in conjunction with PCM. This shows the four cardinal and four ordinal directions with degree increments as well as your current altitude.

The steering column offers manual height and reach adjustment (electrically adjustable on the new Cayenne Turbo). The steering wheel rim is in smooth-finish leather. As is the optional three-spoke sports steering wheel with gearshift paddles – for genuine race-style gearshift action. Also available as an option, the three-spoke multifunction steering wheel enables easy access to a range of functions including audio and telephone.



Cayenne Turbo with walnut interior package in two-tone combination (Umber/Cream)

The car is ergonomically designed around the vehicle occupants for optimum comfort. Frequently used controls are grouped logically together on the centre console to enable you to select individual functions quickly and easily.

Other practical features include door storage compartments with bottle holders front and rear.

The rear seats provide manual fore/aft adjustment as well as backrest adjustment and a 40/20/40 split-folding facility, thereby increasing the storage capacity from 580 to 1,780 litres (depending on the model).

All new Cayenne models are fitted with electric windows, front and rear, with door-lock open/close facility as well as climate control and remote central locking.

The interior features a range of quality materials available in various combinations and comes in a choice of interior colours and finishes offering sporting style and exclusivity. They are also a number of optional interior packages in a selection of woods or in aluminium or carbon – for a race-inspired look. You'll find more detailed information from page 112 onwards.



Porsche Crest embossed on head restraints (front and rear)



Cayenne with brushed aluminium interior package in two-tone combination (Black/Titanium Blue)

The most important factor in our seat design: You.

Comfort seats.

The seats in the new Cayenne models are practical, comfortable and sporty, just like the rest of the interior. All seat variants come with 2-way head restraints and storage pockets on the front seat backrests.

Offering excellent long-distance comfort and intuitive operation, the comfort seats feature 8-way electric adjustment including fore/aft, height, squab length and squab/backrest angle settings.

Driver memory package for comfort seats.

Extremely useful in the case of frequent driver changes, the driver memory package enables the driver's seat, exterior mirror positions and courtesy lighting preferences to be saved and restored automatically.

Optional for the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne S Hybrid.

Comfort seats with comfort memory package.

For added convenience, this package offers electric adjustment of the front seat positions (8-way) as well as lumbar supports, squab length and steering column. It stores seat settings including

lumbar supports for both driver and front passenger. The driver-side memory also stores steering wheel and exterior mirror preferences.

No-cost option on the new Cayenne Turbo. Optional for all other new Cayenne models.

Adaptive sports seats.

Taking comfort and sports performance to a whole new level, the adaptive sports seats with comfort memory package feature higher, more contoured side bolsters. The additional lumbar supports, the squab length, side bolsters on the seat squab and backrest, and steering column can be electrically adjusted. The package stores seat settings including lumbar supports for both driver and front passenger.

The driver-side memory also stores steering wheel and exterior mirror preferences.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.

Seat/steering wheel heating.

All seat variants are available with seat heating, either just at the front or both front and rear. The steering wheel heating ensures that the rim is pleasantly warm to the touch.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.

Seat ventilation.

For even greater occupant comfort on longer journeys and in the summer, the front seats can be equipped with seat ventilation (only in conjunction with seat heating, comfort memory package or adaptive sports seats).

Optional for all new Cayenne models.



Comfort seat in natural leather (Espresso)



Adaptive sports seat with comfort memory package in leather (Platinum Grey)

The best seats in the house. For everyone.

Rear seats.

The rear bench offers generous space for up to three adult passengers and is styled to match the front comfort or sports seats. For added practicality, the bench features fore/aft adjustment of 160 mm and a 40/20/40 split-folding facility. The flexible centre section folds down to create a load-through facility for longer items such as the optional ski

bag. It also features a folding armrest. The process is quite simple: unlock and fold down. The rear seat backrest can be adjusted by up to 6 degrees: up to 3 degrees forward of the starting position and up to 3 degrees back. When it comes to being user-friendly, the new Cayenne models get right to the point – quick and easy.

Child seats.

With their unique design, Porsche child seats comply with the latest safety standards. Available from Porsche Tequipment, they have been specially tested and approved for use in Porsche vehicles, offering comfort and

safety for all passengers up to 12 years of age. All fabrics are breathable, kind to the skin and easy to clean. The covers can be removed and are washable.

For added safety, the Porsche Baby and Porsche Junior Seat ISOFIX come with their own

five-point harness with central adjustment of the seat-belt length.

All of the new Cayenne models have standard ISOFIX mounting points on the front passenger's seat and outer rear seats.

If a child seat is mounted on the front passenger seat, the

corresponding airbag can be quickly deactivated using a key-operated switch. All Porsche child seats can be easily installed via the ISOFIX slot-in connectors. Alternatively, they can be secured using the three-point seat belts.



Rear bench in conjunction with comfort seats

**The perfect place to be.
And not just for the driver.**

Storage compartments.

Efficiency also means having the important things at your fingertips when you need them. Which is why the new Cayenne models offer a wide range of storage options. These include door storage compartments with bottle holders, storage pockets on the front seat backrests, a glove compartment cooled by the

air-conditioning system, a storage compartment in the centre console and a handy drawer beneath both the driver's and front passenger's seat.

Interior lighting.

The interior lighting concept with delayed-off function is well thought-out to provide the

required level of light whenever you need it. The generous standard equipment includes dimmable door handle illumination, footwell illumination front and rear, ignition lock illumination, a front light console with reading lights as well as reading lights at the rear. This is complemented by door entry lights, front and rear, and red door safety lights. In addition, all Cayenne models come with



Cupholders in centre console



Door storage compartment with bottle holder



Porsche Rear Seat Entertainment

luggage compartment illumination and a tailgate courtesy-light function.

Porsche Rear Seat Entertainment.

Available as a factory-fitted option from Porsche Exclusive, the Porsche Rear Seat Entertainment package¹⁾ includes two display consoles, each with an integrated media player and USB port, and

two wireless infrared headphones. The display consoles are trimmed in matching interior leather with decorative seams and are located on the front seat backrests. Each one contains a high-resolution 7-inch WVGA TFT colour display. For greater convenience, they are swivel-mounted and feature touchscreen operation. The system is compatible with CDs and DVDs and boasts built-in anti-shock protection. It is also possible to connect two separate and

individually selectable AV sources, such as a games console or digital camera.

Designed to the highest standards of safety and ergonomics, Porsche Rear Seat Entertainment blends harmoniously within the passenger compartment.

Optional for all new Cayenne models.

¹⁾ Introduction planned for 08/2010.

The key to success in management: focused performance with slices of delight.

CDR-31 audio system.

A Porsche engine provides an impressive sound experience in its own right. The new Cayenne models offer the perfect accompaniment inside the cockpit.

The CDR-31 audio system has a 7-inch touchscreen colour display which enables you to navigate and select the main menus and functions with ease and efficiency.

The integrated CD radio, featuring an FM twin-tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control, includes a sound system with 10 loudspeakers and a total audio output of 100 Watts.

Standard on the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne S Hybrid.

The CDR-31 can also be combined with the optional BOSE® Surround Sound System (p. 92) or Burmester® High-End Surround Sound System (p. 94) for the ultimate in audio performance.

Other options available in conjunction with the CDR-31 include an integrated six-disc CD autochanger.

With an optional mobile phone preparation (p. 90), you can connect a Bluetooth® Hands-Free Profile (HFP)-compatible mobile phone.

Porsche Communication Management (PCM) with navigation module.

PCM is the central control system for all information and communication functions. It is powerful and versatile, yet easy to use.

Key features include a 7-inch high-resolution touchscreen display. As before, you can also operate PCM using the 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 displayed at the bottom of the screen for further guidance in specific situations.

Radio functions comprise 42 presets, an FM twin-tuner with RDS frequency diversity,



Porsche Communication Management (PCM) with navigation module

which continuously searches the airwaves for the best possible signal from the selected radio station, and dynamic autostore.

The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. Audio playback of video DVDs is also supported. An optional integrated six-disc CD/DVD autochanger is available for PCM.

A navigation module with high-speed hard drive is included with PCM. The map display offers a perspective view as well as conventional 2D layout. In some regions, even topography and buildings can be displayed in 3D. The remaining route is automatically adapted to the maximum screen size. In split-screen mode, you can view the current map section together with a list of icons for the next manoeuvre.

The system also indicates the respective speed limit for the roads covered in the database via PCM or the TFT display in the instrument cluster.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.

Voice control.

Do you wish to get to the point – or your required destination – more quickly? All you have to do is say so. The optional voice control system with whole-word recognition is at your command – without the tedious task of voice learning. Audio prompts make voice inputs even simpler. You can also browse through lists by voice command.

Optional for all new Cayenne models.

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® or a USB port and processed on a PC using software included with the package.



Electronic logbook

The software complies with the statutory requirements for automatic logbooks as specified by the German revenue authorities.

Optional for all new Cayenne models.

Mobile phone preparation.

With this optional preparation, you can establish a Bluetooth® connection with a mobile phone that only supports the Hands-Free Profile (HFP) and use the CDR-31 audio system or PCM as a hands-free system. As a Bluetooth®-based solution, you can connect your handset without even taking it out of your pocket. The basic phone functions are accessible

via the CDR-31 or PCM head unit. Connection to the mobile phone network is via the handset antenna.

Optional for all new Cayenne models.

Telephone module.

This optional quad-band GSM telephone module combines ease of use with optimised sound quality. Simply insert your mobile phone SIM card in the slot in PCM to make calls via the hands-free facility or optional Bluetooth® handset. For even greater convenience, you can use a Bluetooth® SIM Access Profile (SAP)-compatible handset. 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 the phone model, you can access contact details on the mobile phone SIM card and internal memory and perform all operations via PCM, voice control or the multifunction steering wheel, which means your phone can remain in your pocket.

In addition, the telephone module enables you to establish a Bluetooth® connection to a mobile phone that only supports the Hands-Free Profile (HFP). In this case, the GSM connection to the mobile phone network is via the handset antenna. PCM acts as a hands-free system.

A cordless handset with keypad and display is also available as an option. This is stowed in the centre console. However, the handset cannot be used to establish a Bluetooth® connection using the Hands-Free Profile (HFP).

Optional for all new Cayenne models.



Universal audio interface

Universal audio interface.

On vehicles with the CDR-31 audio system, this optional package located in the front centre console provides an AUX-In port, e.g. for a compatible MP3 player. On vehicles equipped with PCM, the package includes an AUX-In port and a USB port which can be used to connect an iPod®. The iPod® as well as other compatible MP3 players or memory sticks connected via USB can be operated using PCM. For more information, please consult your Porsche Centre.

Optional for all new Cayenne models.

TV tuner.

The optional TV tuner receives unencrypted analogue and digital television signals.

Optional for all new Cayenne models.

Where does a 360-degree sound experience get you? Back to the point.

BOSE® Surround Sound System.

Providing a compelling 360-degree soundstage, the BOSE® Surround Sound System is

compatible with both Porsche Communication Management (PCM) and the CDR-31 audio system.

Specially custom-engineered for the Cayenne models, the system features a total of 14 loudspeakers (including active subwoofer and centre-fill speaker)

that combine with a 585-Watt 9-channel amplifier to produce a powerful sound experience.

In combination with Porsche Communication Management (PCM), the BOSE® Surround Sound System enables playback of audio DVDs, making full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources such as CDs and

MP3s. In stereo or, at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2 technology.

The BOSE®-patented 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 aural experience.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.



Porsche Communication Management (PCM) with CD/DVD autochanger



BOSE® loudspeaker

This is one standing ovation you'll have to give sitting down.

Burmester® High-End Surround Sound System.

The new Cayenne models are marked by exceptional versatility. With the optional High-End Surround Sound System from Burmester® it could even be said that they offer concert-hall qualities. Once you've heard it for yourself, you'll know we are not exaggerating. Based in Berlin, Burmester® is one of the most respected premium audio manufacturers worldwide. The Burmester® High-End Surround Sound System is available as an option for all Cayenne models with CDR-31 and PCM.

The technologies behind the system meet the same exacting standards as those in the company's high-end home audio products. State-of-the-art and featured like this in a Porsche for the first time. The extravagance is uncompromising, the craftsmanship excellent, the sound phenomenal. The system owes its eminence to countless details, and one overriding goal: perfection in sound.

In figures: 16-channel amplifier with a total output of more than 1,000 Watts, 16 loudspeakers (including active subwoofer with 300-Watt Class D amplifier), a total diaphragm area of more than 2,400 cm², and a frequency range of 30 Hz to 20 kHz.

Crossover technology has been carried over virtually unmodified from the company's high-end home audio systems. Analogue and digital filters have been

optimally defined for their new location and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based air motion transformers (AMT) offering unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

Furthermore, the elegant, purist design with galvanised surrounds and Burmester® logos on selected loudspeakers makes it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio.

Optional for all new Cayenne models.



Burmester® loudspeaker

As a child, you went out whatever the weather. Nothing has changed.

Climate control.

All new Cayenne models are equipped with climate control as standard. This system provides independent control of the temperature and air flow volume for driver and front passenger as well as an automatic air recirculation function with an air quality and

humidity sensor. Other features include an active carbon filter, which excludes dust, pollen and external odours.

Four-zone climate control.

Four-zone climate control provides independent air conditioning

for the rear cabin area, with separate temperature controls for left and right. The rear climate control settings can also be adjusted from the front seats.

Optional for the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne Turbo.



Four-zone climate control for rear seat area

Water-repellent side windows.

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

Privacy glass.

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

Optional for all new Cayenne models.

Heated windscreen.

For added comfort and practicality, the heated windscreen ensures optimum visibility on cold days.

Optional for all new Cayenne models.

Heat and noise-insulating glass.

All new Cayenne models are equipped as standard with heat-insulating tinted glass featuring a grey top tint on the windscreen. As an optional alternative, heat and noise-insulating laminated glass offers additional protection against infrared radiation. Enjoy peace and quiet, and an even more pleasant climate, in the passenger compartment.

The heat and noise-insulating glass option also includes privacy glass at the rear.

Optional for all new Cayenne models.



Cayenne S Hybrid with privacy glass

Inconspicuous. Unobtrusive. Indispensable.

Sunscreen.

To protect the interior against direct sunlight, an electrically operated sunscreen for the rear side windows is available as an option. It can also be controlled from the driver's seat.

Optional for all new Cayenne models.

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 windscreen area.

The rear wiper system is designed for maximum visibility in all conditions.

Porsche Entry & Drive.

With Porsche Entry & Drive, you can avoid the inconvenience of using a conventional key.

To enter the car, simply touch the door handle and the system automatically checks the encrypted access code on the key in your

pocket. If the code is accepted, the doors are unlocked and you can step inside. To start or stop the engine, simply push the ignition button.

When you leave the car, all you have to do is press a button on the outside of the door handle. Porsche Entry & Drive then locks the car, arms the immobiliser and locks the steering column.

Optional for all new Cayenne models.

Anti-theft protection.

The new 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, tailgate, rear screen, interior, 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.

Preparation for vehicle tracking system.

This preparation enables future installation of a vehicle tracking system obtainable from Porsche Tequipment. The system can be used to locate a stolen vehicle in 25 EU countries as well as Norway, Switzerland and Russia – irrespective of where you live.

The vehicle is not tracked continually, only when the alarm is triggered. In the event of vehicle theft or manipulation, or if the loss of the vehicle is reported by the owner, a silent alarm is automatically triggered. The package includes a special wiring loom, higher capacity battery (depending on vehicle specification) and tilt sensor for the alarm system.

Optional for all new Cayenne models.



Rain sensor



Sunscreen

**Explore the world.
In every direction.**

Electric slide/tilt sunroof.

The electric slide/tilt sunroof is made from tinted single-pane safety glass and features a manually adjustable sunscreen and remote closing function. It is operated using a control located on the roof console. As with all electric windows, an anti-jam facility is included – for added safety.

Optional for all new Cayenne models.

Panoramic roof system.

With a total surface area of approximately 1.4 square metres, the panoramic roof system is almost four times as large as the optional slide/tilt sunroof. It consists of two glass segments. 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. The forward segment can be fully opened or tilted upwards. An additional sunscreen protects the interior against direct sunlight.

Optional for all new Cayenne models.



Electric slide/tilt sunroof



Panoramic roof system

Seeing and being seen.
It's all about having the right technology.

Driver assistance systems.

ParkAssist.

This parking aid uses an acoustic signal and front/rear displays to alert the driver of any obstacles at the front or rear of the car. Its sensors are neatly concealed in the front and rear aprons. The acoustic signal is supplemented by a visual warning in the centre console display which provides a graphical representation of the vehicle's proximity to obstacles.

Standard on the new Cayenne Turbo. Optional for the new Cayenne, new Cayenne Diesel, new Cayenne S and new Cayenne S Hybrid.

Reversing camera.

The reversing camera (only available in conjunction with PCM) facilitates reverse parking and manoeuvring and also assists with hitching a trailer. Help is provided in the form of a high-contrast colour image with dynamic guide-lines on the PCM screen, which show the predicted course of the vehicle based on the current position of the steering wheel.



Comfort lighting package

Optional for all new Cayenne models.

Comfort lighting package.

Available as an option for all new Cayenne models, this package includes dimmable ambient lighting in the door panels and roof console, practical LED reading lights for the rear passengers, additional courtesy lights on the

exterior mirrors on the driver's and front passenger's side, and a second 12-Volt socket in the rear centre console.

Optional for all new Cayenne models.

Automatically dimming mirrors.

Another comfort-oriented feature: automatically dimming exterior and interior mirrors.

Standard on the new Cayenne Turbo. Optional for all other new Cayenne models.

Cruise control.

Cruise control automatically regulates the speed of your vehicle for added driver comfort on longer journeys. It can be used at speeds between 30 and 240 km/h (19 and 149 mph) and is operated using a button on one of the control stalks.

Standard on all new Cayenne models.



Reversing camera



Reversing camera display in PCM



Adaptive cruise control

Adaptive cruise control.

Optional on all Cayenne models, adaptive cruise control regulates the speed of your vehicle in line with that of the vehicle in front. To do that, the system uses a radar sensor in the central air intake to monitor the road up to 200 m ahead.

If you approach another vehicle that is travelling slower than your selected cruising speed, the system slows the engine or gently applies the brakes (up to 3.5 m/s^2). This continues until the distance that you have preset is maintained. If heavier braking is required, the driver has to actively intervene. Your vehicle will now

follow the one in front at a reduced speed.

If the other vehicle decelerates further, adaptive cruise control will continue to reduce your speed – even down to a halt. When the road ahead is free once more, the car automatically returns to your selected cruising speed

between 30 and 210 km/h (19 and 130 mph). To pull away after an automatic stop, simply use the control lever or depress the accelerator pedal.

For added safety, the system also readies the brakes whenever a decreasing distance to the vehicle in front is detected. Adaptive cruise control and PSM (p. 66) interact to prefill the brakes.

The system visually and audibly alerts the driver in the event of a critical decrease in distance and briefly tugs on the brakes.

Optional for all new Cayenne models.

Lane Change Assist (LCA).

The optional Lane Change Assist (LCA) system monitors the area behind the vehicle and the blind spot using radar sensors.

At speeds of 30 km/h (19 mph) or more, the system alerts the driver of a vehicle in the blind spot or approaching quickly from behind via a visual signal from the exterior mirrors. This enhances comfort and safety, particularly when driving on the motorway. However, LCA does not actively intervene in the controlling of the vehicle and can be deactivated at any time.

Optional for all new Cayenne models.



Lane Change Assist (LCA)

The Cayenne models.
For when you need to pack in a whole lot more.

Transport.

The new Cayenne brings a new facet to the concept of high performance. And it's extremely versatile too.

Luggage compartment.

The new Cayenne models have a spacious passenger area and, thanks to the adjustable rear bench, a large versatile luggage compartment. With a total volume of 670 litres¹⁾ (VDA), it offers more than enough space for up to six suitcases – depending on the size. Other standard features include an easily accessible meshed storage compartment on the left (not in the Cayenne S Hybrid) and a practical load-through facility when the centre

section of the rear bench is folded down.

An automatic tailgate is available as an option with a user-programmable setting that can be adjusted to the height of your garage.

With the rear seats folded, the loadspace expands to as much as 1,780 litres²⁾. Items can be stored out of view and protected from the sun using a retractable cover with detachable storage cassette.

A handy ski bag is available as an option. As well as protecting the interior of your Cayenne, it can be used to transport your skis to and from the car. For added practicality, the ski bag is also washable.

Even when the car is fully laden, the self-levelling air suspension on the Cayenne Turbo (optional on all other models) maintains a constant ground clearance at front and rear.

For greater convenience, the air suspension package includes ride-height adjustment, enabling the car to be lowered 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).



Loading option



Ski bag

¹⁾ Cayenne S Hybrid: 580 litres.

²⁾ With sports seats: 1,705 litres (VDA).
Cayenne S Hybrid: 1,690 litres.

Loadspace management system.

This facility enables you to partition the luggage compartment and secure individual objects during transit using a rail system with sliding telescopic bar, a fixing belt and four variable lashing eyelets. A reversible mat protects against dirt while securing luggage under braking, etc. The package also includes a loadspace partition net which provides additional safety

when the car is fully laden. The partition attaches to one of two easily accessible points on the rooflining.

Optional for all new Cayenne models.

Roof rails.

The high-quality roof rails in aluminium blend harmoniously with the dynamic design of the vehicle.

The styling of the roof is further enhanced by a set of three drip rails included in the package. The roof rails are required for fitment of the optional roof transport system and come in a high-gloss black finish as part of the monochrome black exterior package. Only available as a factory-fitted option.

Optional for all new Cayenne models.

Roof transport system.

Even when the luggage compartment is completely full, the Cayenne has space for more. In conjunction with the optional roof rails, the car can be equipped with a set of lockable transverse roof bars for all the usual load-carrying attachments from Porsche. The load-bearing parts are made from aluminium and enable a maximum roof load of 100 kg. Load-carrying attachments are available from Porsche Tequipment.

Optional for all new Cayenne models.



Loadspace management system

Towbar systems.

For the largest of loads, you can choose from two towing options: an electrically deployable towbar system or a manually detachable towbar. With the electric system, the ball neck is retracted at the push of a button and concealed beneath the rear apron. Both options have a 13-pin socket and offer a maximum braked trailer

load of 3,500 kg (2,700 kg on the Cayenne with manual gearbox) or an unbraked load of 750 kg, with a maximum noseweight of 140 kg. Both systems are also available for future installation. All models have a towbar preparation as standard.

Optional for all new Cayenne models.

Personalisation



Looking for that little bit more?
Or something different?
Create a Porsche Cayenne that
reflects your own individual style.

Colours.

Colours can affect people in very different ways. That's why the new Cayenne models come in an extensive colour range with no

fewer than 11 exterior shades. In total, there's a choice of two solid, seven metallic and two special colours. You can also

choose from five interior colours and four two-tone combinations, as well as six interior packages in aluminium, carbon or a selection of fine woods.

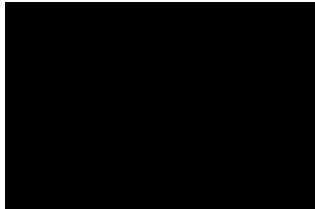
To see how these colour options would look on your car, use the Porsche Car Configurator at www.porsche.com. Design a

Porsche Cayenne that uniquely reflects your own individual style. Inside and out.

Solid exterior colours.

Metallic exterior colours.

Special exterior colours.



Black¹⁾



Classic Silver Metallic



Meteor Grey Metallic



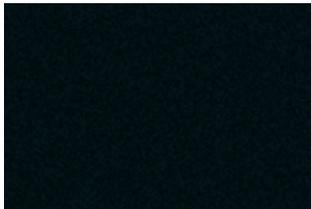
Auburn Metallic²⁾



Sand Yellow²⁾



Sand White



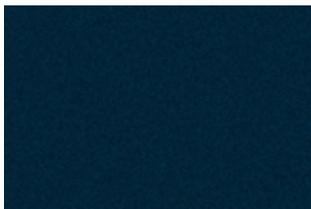
Jet Black Metallic



Umber Metallic¹⁾



Amethyst Metallic²⁾



Dark Blue Metallic¹⁾



Jet Green Metallic²⁾

¹⁾ Introduction planned for 05/2010.

²⁾ Introduction planned for 08/2010.

**Standard interior colours.
Dashboard/trim/seats.**



Black

**Standard colours:
leather interior.
Dashboard/trim/seats.**



Black

**Two-tone combinations:
leather interior.
Dashboard/trim/seats.**



Black/Titanium Blue
(rooflining: Black, carpet¹⁾: Titanium Blue)²⁾

**Natural leather interior.
Dashboard/trim/seats.**



Espresso²⁾

**Two-tone combination:
natural leather interior.
Dashboard/trim/seats.**



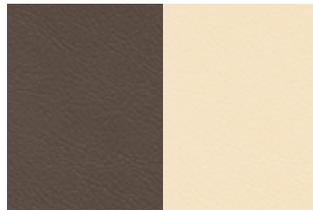
Espresso/Cognac
(rooflining: Espresso, carpet¹⁾: Cognac)³⁾



Platinum Grey



Platinum Grey



Umber/Cream
(rooflining: Umber, carpet¹⁾: Cream)³⁾

Interior packages.



Luxor Beige⁴⁾



Luxor Beige



Umber/Light Tartufo
(rooflining: Umber, carpet¹⁾: Light Tartufo)³⁾



Walnut (wood)⁴⁾, ⁵⁾, ⁶⁾



Natural olive (wood)⁴⁾, ⁵⁾



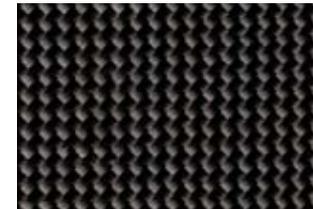
Brushed aluminium



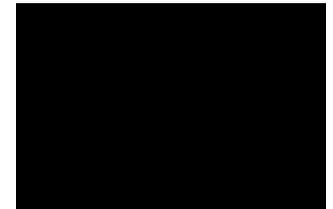
Umber⁴⁾



Anthracite birch (wood)⁵⁾, ⁶⁾



Carbon²⁾, ⁶⁾



Monochrome black (high-gloss)

¹⁾ Carpet in loadspace area in darker colour.

²⁾ Introduction planned for 08/2010.

³⁾ Introduction planned for 10/2010.

⁴⁾ Introduction planned for 05/2010.

⁵⁾ Colour and grain may vary.

⁶⁾ Also available on steering wheel.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Exterior.							
• Metallic paint	○	○	○	○	●	Code	112
• Special colours ¹⁾	○	○	○	○	○	Code	113
• Running boards ¹⁾	○	○	○	○	○	VR1	
• Wheel arch extensions in black with side door protection mouldings	○	○	○	○	○	6GB	
• Stainless steel skid plate (front)	○	○	○	○	○	2JC	
• Stainless steel skid plate (front and rear)	○	○	○	○	○	2JX	
• Privacy glass	○	○	○	○	○	4KF	97
• Heat and noise-insulating glass	○	○	○	○	○	VW5	97
• Heated windscreen	○	○	○	○	○	4GG/4GH	97
• Electric slide/tilt sunroof in glass	○	○	○	○	○	3FE	100
• Panoramic roof system ¹⁾	○	○	○	○	○	3FU	100
• Roof rails/drip rails with matt Aluminium Look finish (required for fitment of roof transport system, not available for future installation)	○	○	○	○	○	3S1	108
• Roof rails/drip rails with black finish ¹⁾ (required for fitment of roof transport system, not available for future installation)	○	○	○	○	○	3S5	108
• Roof rails/drip rails with matt Aluminium Look finish incl. roof transport system ¹⁾	○	○	○	○	○	5W1	108
• Roof rails/drip rails with black finish incl. roof transport system ¹⁾	○	○	○	○	○	5W4	108

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Exterior.							
• Automatically dimming exterior and interior mirrors	○	○	○	○	●	PA1/PA2	103
• Monochrome black exterior package (high-gloss)	○	○	○	○	○	QJ4	
• Deletion of model designation	W	W	W	W	W	ONA	
• Automatic tailgate	○	○	○	○	○	4E7	106
• Towbar system with manually detachable towball	○	○	○	○	○	1D2	109
• Towbar system with electrically deployable towball	○	○	○	○	○	1D9	109
• ParkAssist (front and rear)	○	○	○	○	●	7X2	102
• Reversing camera with ParkAssist (front and rear)	○	○	○	○	○	7X8	102
• Bi-Xenon main headlights with Porsche Dynamic Light System (PDLS)	○	○	○	○	●	8JE	61
• Porsche Entry & Drive	○	○	○	○	○	4F2	98

– 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.

¹⁾ Introduction planned for 08/2010.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Wheels.							
• 18-inch Cayenne wheel	•	•	W	W	–	C1J	56
• 18-inch Cayenne S III wheel	○	○	•	•	–	C1Q	56
• 19-inch Cayenne Turbo wheel	○	○	○	○	•	C8K	57
• 19-inch Cayenne Design II wheel ¹⁾	○	○	○	○	○	FO9	57
• 20-inch RS Spyder Design wheel	○	○	○	○	○	CP5	57
• 20-inch Cayenne SportDesign II wheel	○	○	○	○	○	CN7	57
• 21-inch 911 Turbo II wheel with wheel arch extensions	○	○	○	○	○	CZ4	57
• 21-inch Cayenne SportEdition wheel with wheel arch extensions ²⁾	○	○	○	○	○	CK0	57
Exclusive							
• 21-inch Cayenne SportEdition wheel painted black ³⁾ with wheel arch extensions	○	○	○	○	○	CQ1	
Exclusive							
• All-season tyre for 18-inch alloy wheel ⁴⁾	W	W	W	W	–	H9M	
• All-season tyre for 19-inch alloy wheel ⁴⁾	W	W	W	W	W	HQ3	
• All-season tyre for 20-inch alloy wheel ⁴⁾	W	W	W	W	W	HQ4	
• Full-size spare wheel (stows inside luggage compartment) ⁴⁾	○	○	○	–	○	3F4	
• 18-inch collapsible spare wheel (stows beneath loadspace floor)	○	○	○	○ ⁵⁾	–	1G1	
• 19-inch collapsible spare wheel (stows beneath loadspace floor) ⁶⁾	○	○	○	○ ⁵⁾	○	1G4	
• Tyre Pressure Monitoring (TPM)	○	○	○	○	•	7K3	57
• Wheel centre with full-colour Porsche Crest	○	○	○	○	○	1NP	

– 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.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Engine, transmission and chassis.							
• 8-speed Tiptronic S with auto start/stop function	○	•	•	•	•	G1G	42
• Porsche Torque Vectoring Plus (PTV Plus)	○	–	○	–	○	1Y1	50
• Servotronic	○	○	○	•	○	1N3	55
• Porsche Active Suspension Management (PASM)	○	○	○	○	–	1BH	51
• Air suspension with Porsche Active Suspension Management (PASM)	○	○	○	○	•	1BK	52
• Porsche Dynamic Chassis Control (PDCC)	○	–	○	–	○	OAW	53
• Porsche Ceramic Composite Brake (PCCB) Disc diameter (front/rear): 390 mm/370 mm	○	○	○	○	–	PB2	64
• Porsche Ceramic Composite Brake (PCCB) ³⁾ Disc diameter (front/rear): 410 mm/370 mm	–	–	–	–	○	PB1	64
• Sports exhaust system ⁷⁾	○	–	○	–	–	OP8	41
Exclusive							
• Off-road underbody protection ⁸⁾	○	○	○	○	○	PT1	
• 100-litre fuel tank	W	W	W	W	•	OM1	

¹⁾ In conjunction with 275-mm tyres for the Cayenne Turbo and 265-mm tyres for all other models.

²⁾ Introduction planned for 07/2010.

³⁾ Introduction planned for 08/2010.

⁴⁾ Introduction planned for 05/2010.

⁵⁾ Stows in internal holder on right-hand side of luggage compartment.

⁶⁾ For Cayenne, Cayenne Diesel, Cayenne S and Cayenne S Hybrid: only in conjunction with PCCB.

⁷⁾ Introduction planned for 09/2010.

⁸⁾ Introduction planned for 10/2010.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Interior.							
• Seat heating (front)	○	○	○	○	–	4A3	83
• Seat heating (front and rear)	○	○	○	○	●	4A4	83
• Seat ventilation (front)	○	○	○	○	○	4D3	83
• Heated 3-spoke steering wheel	○	○	○	○	●	2PH	
• 3-spoke multifunction steering wheel	○	○	○	○	○	2ZM	79
• Heated 3-spoke multifunction steering wheel	○	○	○	○	○	2ZH	
• 3-spoke sports steering wheel with gearshift paddles	○	○	○	○	○	1ML	79
• Lane Change Assist (LCA)	○	○	○	○	○	7Y1	105
• Adaptive cruise control	○	○	○	○	○	8T3	104
• HomeLink® (garage-door opener)	○	○	○	○	○	VC1	
• Preparation for vehicle tracking system	○	○	○	○	○	7G5	99
• Side airbags (rear)	○	○	○	○	○	4X4	68
• Comfort lighting package	○	○	○	○	○	PP5/PP6	102
• 4-zone climate control	○	○	○	–	○	9AH	96
• Auxiliary heating system ¹⁾	○	○	○	–	○	9M9	
• Driver memory package	○	○	○	○	–	3L4	82
• Comfort memory package (14-way) ²⁾	○	○	○	○	W	PE5/Q2J	82
• Adaptive sports seats with comfort memory package (18-way) ³⁾	○	○	○	○	●	PE6	82
• Porsche Crest embossed on head restraints (front)	○	○	○	○	○	3J7	81
Exclusive							
• Porsche Crest embossed on head restraints (front and rear)	○	○	○	○	○	5ZF	81

– 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.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
Interior.							
• Rooflining in Alcantara	○	○	○	○	●	6NN	25
• Outer door-sill guards in stainless steel with model logo (front) ⁴⁾	○	○	●	●	●	7M1	
• Electric sunscreen for rear side windows	○	○	○	○	○	3Y8	98
• Floor mats	○	○	○	○	○	OTD	
• Non-smoker package	W	W	W	W	W	9JA	
• Fire extinguisher	○	○	○	○	○	6A7	
• Ski bag	○	○	○	○	○	3X1	106, 107
• Loadspace management system ¹⁾	○	○	○	○	○	3GN	108
Interior: leather.							
• Leather interior package in standard colours, smooth-finish leather	○	○	○	○	●	Code	114
• Leather interior package in two-tone combination	○	○	○	○	○	Code	114
• Leather interior package in natural leather ⁵⁾	○	○	○	○	○	Code	115
• Leather interior package in two-tone combination natural leather ⁶⁾	○	○	○	○	○	Code	115
• Soft ruffled leather on seat centres ⁵⁾	○	○	○	○	○	N5Y/N7D/ N7F	

¹⁾ Introduction planned for 05/2010.

²⁾ Includes electric adjustment of lumbar support, squab length and steering column, a comfort memory package (driver's side: seat, steering column, exterior mirror settings; front passenger's side: seat settings) and other additional functions.

³⁾ Includes electric adjustment of lumbar support, squab length, side cushions on backrest/squab and steering column (Cayenne Turbo: comfort memory package as no-cost option); comfort memory package (driver's side: seat, steering column, exterior mirror settings; front passenger's side: seat settings) and other additional functions.

⁴⁾ 'Cayenne' for Cayenne and Cayenne Diesel, 'Cayenne S' for Cayenne S and Cayenne S Hybrid, and 'Cayenne turbo' for Cayenne Turbo.

⁵⁾ Introduction planned for 08/2010.

⁶⁾ Introduction planned for 10/2010.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
--------	---------	----------------	-----------	------------------	---------------	-------	------

Interior packages.

• Monochrome black interior package (high-gloss)	•	•	•	•	W	5TL	115
• Walnut interior package (wood) ^{1), 2)}	○	○	○	○	○	5MG/PH4	79
• Heated 3-spoke multifunction steering wheel in walnut (wood) ^{1), 2)}	○	○	○	○	○	1XJ	79
• Natural olive interior package (wood) ^{1), 2)}	○	○	○	○	○	5TF/PH5	115
• Anthracite birch interior package (wood) ¹⁾	○	○	○	○	○	5MB/PH6	115
• Heated 3-spoke multifunction steering wheel in anthracite birch (wood) ¹⁾	○	○	○	○	○	1XE	
• Carbon interior package ³⁾	○	○	○	○	○	5MH/PH7	115
• Heated 3-spoke multifunction steering wheel in carbon ³⁾	○	○	○	○	○	2FX	
• Brushed aluminium interior package	○	○	○	○	•	5TE	115

Audio and communication: CDR-31 audio system.

• BOSE® Surround Sound System ⁴⁾	○	○	○	○	–	9VL	92
• Burmester® High-End Surround Sound System ⁴⁾	○	○	○	○	–	9VJ	94
• CD autochanger (6-disc) ⁵⁾	○	○	○	○	–	7D7	88
• Universal audio interface (AUX)	○	○	○	○	–	UF1	91
• Mobile phone preparation (HFP) ^{6), 7)}	○	○	○	○	–	9W5	90
• Porsche Rear Seat Entertainment ³⁾	○	○	○	○	–	AEC	87

Exclusive

¹⁾ Colour and grain may vary.

²⁾ Introduction planned for 05/2010.

³⁾ Introduction planned for 08/2010.

⁴⁾ Reduced luggage compartment volume due to subwoofer beneath loadspace floor.

Cayenne S Hybrid: no storage compartment on left-hand side of luggage compartment.

⁵⁾ May be incompatible with some copy-protected CDs/DVDs.

⁶⁾ For information on compatible mobile phones, please visit www.porsche.com or contact your Porsche Centre.

– 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.

Option	Cayenne	Cayenne Diesel	Cayenne S	Cayenne S Hybrid	Cayenne Turbo	I no.	Page
--------	---------	----------------	-----------	------------------	---------------	-------	------

Audio and communication: PCM.

• Porsche Communication Management (PCM) with navigation module ⁵⁾	○	○	○	○	•	7T1	88
• BOSE® Surround Sound System ⁴⁾	○	○	○	○	•	9VL	92
• Burmester® High-End Surround Sound System ⁴⁾	○	○	○	○	○	9VJ	94
• CD/DVD autochanger (6-disc) ⁵⁾	○	○	○	○	○	7D7	89
• Universal audio interface (AUX, USB, iPod®) ⁸⁾	○	○	○	○	○	UF1	91
• Mobile phone preparation (HFP) ^{6), 7)}	○	○	○	○	○	9W5	90
• Telephone module (SAP and HFP) ^{6), 7)}	○	○	○	○	○	9W1	90
• Telephone module (SAP and HFP) with cordless keypad handset ^{6), 7)}	○	○	○	○	○	9ZP	90
• TV tuner ⁹⁾	○	○	○	○	○	QV1	91
• Electronic logbook	○	○	○	○	○	9NY	90
• Voice control	○	○	○	○	○	QH1	90
• Compass display in instrument cluster	○	○	○	○	○	QR1	79
• Porsche Rear Seat Entertainment ³⁾	○	○	○	○	○	AEC	87

Exclusive

Factory collection.

• Factory collection Cayenne	○	○	○	○	○	S9Y	125
------------------------------	---	---	---	---	---	-----	-----

⁷⁾ Mobile phone preparation or telephone module in HFP mode: using a mobile phone inside the vehicle may expose occupants to increased levels of electromagnetic radiation. The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card helps to prevent exposure to this radiation as only the car's external aerial is used.

⁸⁾ For information on compatibility with the latest iPod® and iPhone® models, please contact your Porsche Centre.

⁹⁾ Suitable for receiving analogue and digital TV signals (DVB-T) (where available).



Porsche Exclusive

Porsche Exclusive. As personal as it gets.

Over and above the personalisation options featured in this catalogue, you can now make your Porsche even more special with Porsche Exclusive. Have your vehicle individually and exclusively tailored to your wishes

even before it leaves the factory. Aesthetically and technically, inside and outside, using fine materials and with customary Porsche quality. Our overriding principle? Making sure that your car is uniquely handcrafted to your taste. You will find a wide range of design options in the separate Porsche Exclusive Cayenne catalogue.

Either your Porsche Centre or the Customer Centre in Zuffenhausen (tel. +49 (0)711 911-25977) will be happy to answer any questions about Porsche Exclusive that you may have. Please note that delivery times may be extended for certain items of Porsche Exclusive equipment.

**Taking delivery of your Cayenne in its birthplace: Leipzig.
A truly moving experience.**

Factory collection.

Arrange to collect your new Cayenne directly from the Porsche factory in Leipzig where it was made, and experience the fascinating world of Porsche up close. During your five-hour visit, you'll take a detailed look behind the scenes on a tour of the factory, accompanying the Cayenne and Panamera every step of the way through this state-of-the-art production facility. Then, it's on to the Customer Centre where you will be introduced not only to the history of Porsche, but also

to the latest vehicle models. Your visit also includes a three-course meal in our restaurant which offers spectacular panoramic views of the on-site test track.

The highlight of your factory collection is still to come. An experienced Porsche instructor will accompany you to the track and explain the finer details about your car. In a demonstration vehicle you will begin to learn about the powerful potential of the Cayenne. You can test its on-road

performance on some long straights, through hairpin bends and spectacular chicanes. Alternatively, experience the car's all-terrain capability on our dedicated off-road circuit – also under the expert guidance of one of our motorport professionals, who will take this opportunity to explain the relevant vehicle controls and give you some useful tips. At the end of the day, to which you can bring up to two accompanying persons, it's time to take delivery of your vehicle. Fully fuelled and ready to go.





Porsche Centres

Your Porsche Centre can assist you with every aspect of purchasing and owning your Porsche. You will also find a wide range of products and services, including genuine Porsche parts and accessories.



Porsche Assistance

Enjoy peace of mind with our exclusive breakdown and accident recovery service. Membership is free when you buy a new Porsche.



Porsche Financial Services

Our innovative suite of financial services is specially tailored to the needs of Porsche owners. Products range from attractive finance and leasing options to vehicle insurance and the Porsche Card.



Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. From styling enhancements to performance upgrades, all modifications are uniquely handcrafted for your Porsche.



Porsche Tequipment

Personalise your Porsche at any time after purchase with the Tequipment range of approved accessories. Designed exclusively for your car, every product is fully guaranteed.



Porsche Design Driver's Selection

With products ranging from fashion and accessories to tailored luggage, this unique collection combines quality and style with everyday practicality.

Service

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.

Porsche Classic

Your specialist source for genuine Porsche parts and technical documentation as well as servicing, repair and restoration for all types of classic Porsche. Find out more at www.porsche.com/classic.

Christophorus

Our bi-monthly magazine for Porsche owners has news, interviews and a wide variety of features from throughout the world of Porsche.

Porsche Clubs

Since the first Porsche Club was founded in 1952, their number has grown to 613 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to www.porsche.com.

Porsche Driving Experience

1. Porsche Travel Club. Exclusive driving holidays and incentive ideas combining luxury and adventure, worldwide. To find out more, call +49 (0)711 911-78155. E-mail: travel.club@porsche.de

2. Porsche Sport Driving School.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0)711 911-78683. E-mail: sportdrivingschool@porsche.de



Porsche Online

For all the latest news and information from Porsche, go to www.porsche.com.



Ask your Porsche Centre for the latest brochures from Porsche Exclusive, Porsche Tequipment, Porsche Design Driver's Selection and the Porsche Driving Experience.

Summary

When designing the new Cayenne, we decided to make it different. And therefore more Porsche than ever.

To the point. The new Cayenne models.



Technical data

	Cayenne	Cayenne Diesel
Engine/electric motor		
Cylinders	6	6
Displacement	3,598 cm ³	2,967 cm ³
Max. power (DIN) at rpm	220 kW (300 hp) 6,300	176 kW (240 hp) 4,000–4,400
Max. torque at rpm	400 Nm 3,000	550 Nm 2,000–2,250
Compression ratio	11.7:1	16.8:1
Max. power (electric motor) at rpm	–	–
Max. torque (electric motor) at rpm	–	–
Max. power (parallel full hybrid) at rpm	–	–
Max. torque (parallel full hybrid) at rpm	–	–

Transmission

Layout	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): permanent all-wheel drive with self-locking centre differential, automatic brake differential (ABD) and anti-slip regulation (ASR)
6-speed manual gearbox	Standard	–
8-speed Tiptronic S	Optional	Standard

Chassis

Front axle	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
Rear axle	Multi-link suspension, fully independent	Multi-link suspension, fully independent
Steering	Power-assisted, hydraulic	Power-assisted, hydraulic

	Cayenne S	Cayenne S Hybrid	Cayenne Turbo
Cylinders	8	6	8
Displacement	4,806 cm ³	2,995 cm ³	4,806 cm ³
Max. power (DIN) at rpm	294 kW (400 hp) 6,500	245 kW (333 hp) 5,500–6,500	368 kW (500 hp) 6,000
Max. torque at rpm	500 Nm 3,500	440 Nm 3,000–5,250	700 Nm 2,250–4,500
Compression ratio	12.5:1	10.5:1	10.5:1
Max. power (electric motor) at rpm	–	34 kW (47 hp) > 1,150	–
Max. torque (electric motor) at rpm	–	300 Nm < 1,150	–
Max. power (parallel full hybrid) at rpm	–	279 kW (380 hp) 5,500	–
Max. torque (parallel full hybrid) at rpm	–	580 Nm 1,000	–

Layout	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): permanent all-wheel drive with self-locking centre differential, automatic brake differential (ABD) and anti-slip regulation (ASR)	Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)
6-speed manual gearbox	–	–	–
8-speed Tiptronic S	Standard	Standard	Standard

Front axle	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
Rear axle	Multi-link suspension, fully independent	Multi-link suspension, fully independent	Multi-link suspension, fully independent
Steering	Power-assisted, hydraulic	Power-assisted, hydraulic	Power-assisted, hydraulic

Provisional data only. Official data unavailable at the time of publication. Some of the vehicles featured in this catalogue are fitted with optional equipment available at extra cost. All information in respect of features, design, performance, dimensions, weight, 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.

	Cayenne	Cayenne Diesel
Chassis		
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS
Wheels	8.0J x 18	8.0J x 18
Tyres	255/55 R 18	255/55 R 18
Unladen weight		
	Manual gearbox/Tiptronic S	Tiptronic S
DIN	1,995 kg/2,030 kg	2,100 kg
EC ¹⁾	2,070 kg/2,105 kg	2,175 kg
Permissible gross weight	2,765 kg/2,800 kg	2,860 kg
Maximum payload	770 kg/770 kg	760 kg
Performance		
	Manual gearbox/Tiptronic S	Tiptronic S
Top speed	230 km/h (143 mph)/ 230 km/h (143 mph)	218 km/h (135 mph)
0–100 km/h (0–62 mph)	7.5 secs/7.8 secs	7.8 secs
Flexibility (manual gearbox) in second highest (5th) gear, 80–120 km/h (50–75 mph)	9.6 secs	–
Overtaking acceleration (automatic transmission) 80–120 km/h (50–75 mph)	5.4 secs	5.3 secs
Fuel consumption/emissions²⁾		
	Manual gearbox/Tiptronic S	Tiptronic S
Fuel grade ³⁾	Super Plus	Diesel
Urban in l/100 km (mpg)	15.9 (17.8)/13.2 (21.4)	8.7 (32.5)
Extra urban in l/100 km (mpg)	8.4 (33.6)/8.0 (35.3)	6.6 (42.8)
Combined in l/100 km (mpg)	11.2 (25.2)/9.9 (28.5)	7.4 (38.2)
CO ₂ emission in g/km	263/236	195
Emissions standard ³⁾	EU5	EU5

¹⁾ The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified above includes 68 kg representing the driver and 7 kg for luggage.

²⁾ Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle). 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. Provisional data only. Official data unavailable at the time of publication. Please contact your Porsche Centre for the final and officially certified values.

³⁾ The petrol-engined models are designed to operate on fuels with an ethanol content of up to 10%. The diesel engine is compatible with a biodiesel blend of max. 7%.

	Cayenne S	Cayenne S Hybrid	Cayenne Turbo
Chassis			
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS
Wheels	8.0J x 18	8.0J x 18	8.5J x 19
Tyres	255/55 R 18	255/55 R 18	265/50 R 19
Unladen weight			
	Tiptronic S	Tiptronic S	Tiptronic S
DIN	2,065 kg	2,240 kg	2,170 kg
EC ¹⁾	2,140 kg	2,315 kg	2,245 kg
Permissible gross weight	2,840 kg	2,910 kg	2,880 kg
Maximum payload	775 kg	670 kg	710 kg
Performance			
	Tiptronic S	Tiptronic S	Tiptronic S
Top speed	258 km/h (160 mph)	242 km/h (150 mph)	278 km/h (173 mph)
0–100 km/h (0–62 mph)	5.9 secs	6.5 secs	4.7 secs
Flexibility (manual gearbox) in second highest (5th) gear, 80–120 km/h (50–75 mph)	–	–	–
Overtaking acceleration (automatic transmission) 80–120 km/h (50–75 mph)	4.0 secs	4.6 secs	3.1 secs
Fuel consumption/emissions²⁾			
	Tiptronic S	Tiptronic S	Tiptronic S
Fuel grade ³⁾	Super Plus	Super	Super Plus
Urban in l/100 km (mpg)	14.5 (19.5)	8.7 (32.5)	16.2 (17.4)
Extra urban in l/100 km (mpg)	8.2 (34.4)	7.9 (35.8)	8.8 (32.1)
Combined in l/100 km (mpg)	10.5 (26.9)	8.2 (34.4)	11.5 (24.6)
CO ₂ emission in g/km	245	193	270
Emissions standard ³⁾	EU5	EU5	EU5

	Cayenne	Cayenne Diesel
Dimensions		
Length	4,846 mm	4,846 mm
Width (incl. mirrors)	1,939 mm (2,155 mm)	1,939 mm (2,155 mm)
Height	1,705 mm	1,705 mm
Wheelbase	2,895 mm	2,895 mm
Luggage compartment volume (VDA), with rear seats folded	670 litres/1,780 litres	670 litres/1,780 litres
Tank capacity/reserve	85 litres/15 litres	85 litres/13 litres
Off-road capability		
Wading depth	500 mm	500 mm
Approach angle ¹⁾	26° (steel-sprung suspension)	26° (steel-sprung suspension)
Departure angle ¹⁾	24.5° (steel-sprung suspension)	24.5° (steel-sprung suspension)
Ramp breakover angle ¹⁾	20.5° (steel-sprung suspension)	20.5° (steel-sprung suspension)
Lockable differentials (standard)	Electronically variable, map-controlled multi-plate clutch	Self-locking centre differential
Max. ground clearance ¹⁾		
High Level II		273 mm
High Level I		243 mm
Normal Level	215 mm	215 mm
Low Level I		193 mm
Low Level II		183 mm
Loading Level		163 mm

	Cayenne S	Cayenne S Hybrid	Cayenne Turbo
Dimensions			
Length	4,846 mm	4,846 mm	4,846 mm
Width (incl. mirrors)	1,939 mm (2,155 mm)	1,939 mm (2,155 mm)	1,939 mm (2,155 mm)
Height	1,705 mm	1,705 mm	1,702 mm
Wheelbase	2,895 mm	2,895 mm	2,895 mm
Luggage compartment volume (VDA), with rear seats folded	670 litres/1,780 litres	580 litres/1,690 litres	670 litres/1,705 litres
Tank capacity/reserve	85 litres/15 litres	85 litres/13 litres	100 litres/15 litres
Off-road capability			
Wading depth	500 mm	500 mm	500 mm
Approach angle ¹⁾	26° (steel-sprung suspension)	26° (steel-sprung suspension)	26° (air suspension)
Departure angle ¹⁾	24.5° (steel-sprung suspension)	24.5° (steel-sprung suspension)	24.5° (air suspension)
Ramp breakover angle ¹⁾	20.5° (steel-sprung suspension)	20.5° (steel-sprung suspension)	20° (air suspension)
Lockable differentials (standard)	Electronically variable, map-controlled multi-plate clutch	Self-locking centre differential	Electronically variable, map-controlled multi-plate clutch
Max. ground clearance ¹⁾			
High Level II			273 mm
High Level I			243 mm
Normal Level	215 mm	215 mm	215 mm
Low Level I			193 mm
Low Level II			183 mm
Loading Level			163 mm

¹⁾ At DIN unladen weight, ground clearance at axle centre, Cayenne Turbo with air suspension. All information in respect of features, design, performance, dimensions, weight, 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.

Index

A

Adaptive cruise control 104
 Air intake system 40
 Air suspension 52
 Airbags 68
 All-wheel drive 44
 Anti-slip regulation (ASR) 44
 Anti-theft protection 99
 Audio systems 88, 92, 94
 Auto start/stop function 36
 Automatic headlight activation 60
 Automatic hold function 63
 Automatically dimming mirrors 103

B

Bluetooth® 90
 BOSE® Surround Sound System 92
 Brake differential (ABD) 44
 Brakes 62
 Burmester® High-End Surround Sound System 94

C

CD/DVD autochanger 88
 Ceramic brakes 64
 Chassis 50
 Child seats 84
 Climate control 96
 ‘Coasting’ 23
 Colours 112
 Comfort lighting package 102
 Comfort memory package 82
 Common-rail injection system 38
 Compass display 79
 Cooling systems 38
 Cornering lights 61
 Cruise control 103

D

Daytime running lights 61
 Direct fuel injection (DFI) 38
 Downhill assistance (Porsche Hill Control – PHC) 47
 Driver memory package 82

E

Electric machine 23, 28
 Electronic logbook 90
 Engine management (electronic) 41
 Engines 28
 Environment 70
 Exhaust emissions 72
 Exhaust system 41
 Exterior 112, 116

F

Factory collection 125
 Fuel economy 73
 Fuel system 73

H

Headlights 60
 Heat and noise-insulating glass 97
 Heated windscreen 97
 Hybrid module 28

I

Ignition system 74
 Interior 79, 114, 120
 Interior lighting 86
 Interior safety features 68

L

Lane Change Assist (LCA) 105
 Lighting 60
 Lightweight construction 70
 Loading options 107
 Loadspace management system 108
 Lubrication 39
 Luggage compartment 106

M

Manual gearbox 42
 Materials 75
 Mobile phone preparation 90
 MP3 89, 91
 Multifunction steering wheel 79, 91

N

Navigation system 88

O

Off-road capability 48
 On-board computer 79

P

Panoramic roof system 100
 Parallel full hybrid 28
 ParkAssist 102
 Parking brake (electric) 63
 Performance 28
 Personalisation 110
 Porsche Active Suspension Management (PASM) 51
 Porsche Ceramic Composite Brake (PCCB) 64
 Porsche Communication Management (PCM) 88
 Porsche Dynamic Chassis Control (PDCC) 53
 Porsche Dynamic Light System (PDLs) 61
 Porsche Entry & Drive 98

Porsche Rear Seat Entertainment 87
 Porsche Side Impact Protection (POSIP) 68
 Porsche Stability Management (PSM) 66
 Porsche Torque Vectoring Plus (PTV Plus) 50
 Porsche Traction Management (PTM) 44
 Privacy glass 97

R

Radio 88
 Rain sensor 98
 Recuperation 64
 Recycling 75
 Reversing camera 102
 Roof transport system 108

S

Safety 58
 Seat belt system 69
 Seats 82
 Self-levelling 52, 106
 Servicing 74
 Servotronic 55
 Sports exhaust system 41
 Steering 55
 Storage compartments 86
 Sunroof 100
 Sunscreen 98
 Supercharging system 40

T

Tailgate (automatic) 106
 Taillights 61
 Technical data 130
 Telephone module 90
 Tiptronic S 42
 Touchscreen 88
 Towbar systems 109
 Transmission 42
 Turbocharging systems 40
 TV tuner 91
 Tyre Pressure Monitoring (TPM) 57

U

Universal audio interface 91
 USB port 91

V

Variable Turbine Geometry (VTG) 40
 Variable valve timing 37
 VarioCam Plus 37
 Vehicle tracking system 99
 Voice control 90

W

Water-repellent side windows 97
 Weight reduction 54
 Wheels 56

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 may 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, weight, 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.

© Dr. Ing. h.c. F. Porsche AG, 2010
All text, images and other information in this publication are copyright Dr. Ing. h.c. F. Porsche AG.

No part of this publication may be reproduced or transmitted, in any form or by any means, without prior permission in writing from Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forestry. The paper in this publication is certified in accordance with the stringent requirements of the PEFC (Programme for the Endorsement of Forest Certification).

Porsche, the Porsche Crest, Cayenne, PCCB, PCM, PSM, Tequipment and Tiptronic are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany
www.porsche.com

Edition: 03/10
Printed in Germany
WSLE1101000120 GB/WW

