



PORSCHE



**Cayenne**





<b>The Cayenne models</b>	<b>6</b>
<b>Model range</b>	<b>20</b>
<b>Drive</b>	<b>38</b>
<b>Chassis</b>	<b>68</b>
<b>Off road</b>	<b>82</b>
<b>Safety</b>	<b>90</b>
<b>Environment</b>	<b>102</b>
<b>Comfort</b>	<b>110</b>
<b>Transport</b>	<b>134</b>
<b>Personalisation</b>	<b>144</b>
<b>Factory collection</b>	<b>166</b>
<b>Service</b>	<b>170</b>
<b>Summary</b>	<b>172</b>
<b>Technical data</b>	<b>174</b>
<b>Index</b>	<b>182</b>



# The Cayenne models





Performance. It's what motivates our engineers – and inspires our customers. Always has done, always will. As our history shows, when that energy is created, nothing can stand in its way. With the Cayenne model range, we've applied this power to an even more ambitious range of applications. Four unique models, with four distinct characters, every one a Porsche.

**Always focus on what you do best.  
However ambitious that may be.**

**The Cayenne models.**

Versatility. The spirit of the Cayenne. Superlative performance on road and track. Exceptional capability off road. Powerful yet practical in every scenario. Always 100% Porsche.

The Cayenne model range comprises four distinct characters. Agile and dynamic, they generate performance in their own individual way. The latest addition is the new Cayenne GTS: a driving machine for the road.

What all four have in common is the standards they set: in performance, in safety, in economy.

The character of each car is apparent at first glance: mature, athletic, brimming with energy and potential. The front and rear sections are not only elegantly designed, they are also key to the excellent aerodynamic performance. The flared wheel arches accommodate a range of wheel options up to 21 inches in diameter. Among the most distinctive features on all four

models is the elongated headlight geometry. The Cayenne, Cayenne S and new Cayenne GTS are equipped with H7 projector-beam lights. The Cayenne Turbo uses Bi-Xenon technology with static and dynamic cornering lights. All four models have LED taillights as standard.



The elegant design is brought thrillingly to life by the powerful engine performance. The high-capacity engines offer high power and torque with relatively modest fuel consumption. This is achieved using a range of modern technologies, including direct fuel injection (DFI – see

page 50) and VarioCam Plus on the V8 engines (see page 53). The sports-oriented suspension can be further refined with the optional Porsche Dynamic Chassis Control (PDCC – see page 80), an active anti-roll stability system.



Safety is an equally important consideration, with Porsche Stability Management (PSM – see page 96) included as standard equipment.

The Cayenne models.  
Ready for every eventuality.

**The art:  
creating motion while standing still.**

**Design.**



Dynamism and power – both immediately apparent in every Cayenne model.

The striking front end includes H7 projector-beam headlights on the Cayenne, Cayenne S and new Cayenne GTS. Bi-Xenon headlights – featuring static and dynamic cornering lights – are standard on the Cayenne Turbo and optional on the other three. On all four

models, the flattened headlight geometry gives the car a wider look.

The air intake openings are, of course, designed to provide optimum cooling for the engine. On the new Cayenne GTS and Cayenne Turbo, the central air intake has a larger cross-sectional area to compensate for the higher engine outputs. The outer

intake openings contain a pair of elongated light units with the turn-signal indicators and sidelights. The units are positioned vertically on the Cayenne and Cayenne S, and horizontally on the new Cayenne GTS and Cayenne Turbo. Another distinguishing feature on the Cayenne Turbo is the 'power-domed' engine lid.



The dynamic rear section features taillight modules with LED side and brake lights. Integrated within the rear apron are a pair of single-tube tailpipes on the Cayenne and Cayenne S and dual-tube tailpipes on the new Cayenne GTS and Cayenne Turbo. The tailpipes on the Cayenne GTS have a special chrome-plated finish. All models have a diffuser-style lower rear apron.

An extended bi-plane roof spoiler is available as a no-cost option on the new Cayenne GTS.

As on every Porsche, the exterior is not only pleasing to the eye, it also has an important aerodynamic function.

The interior space is designed around the driver in a range of quality materials. Full leather

upholstery is standard on the new Cayenne GTS and Cayenne Turbo. The Cayenne GTS has an exclusive sports seat design featuring Alcantara centres and greater lateral support.

In short: a powerful first impression, inside and out, that will also stand the test of time.

## The science: always breaking new ground.

### Technology.

All four Cayenne models are powered by high-capacity engines featuring a range of innovative technologies. Each car reconciles the two extremes of high performance and low fuel consumption. The Cayenne has a 3.6-litre V6, the Cayenne S and new Cayenne GTS have 4.8-litre V8s, and the Cayenne Turbo has a 4.8-litre V8 with twin turbochargers.

All Cayenne engines use direct fuel injection to achieve higher output and better fuel economy. The V6 Cayenne has variable valve timing on inlet and exhaust. The V8 models feature VarioCam Plus, combining variable valve timing with two-stage valve lift on the inlet side. The results: higher performance, lower fuel consumption and lower exhaust emissions.

The Cayenne V6 develops 213 kW (290 bhp) at 6,200 rpm. Maximum torque of 385 Nm is available from 3,000 rpm. The V8 unit in the Cayenne S produces 283 kW (385 bhp) and 500 Nm of torque from 3,500 rpm. In the new Cayenne GTS, the V8 engine develops 298 kW (405 bhp) at 6,500 rpm as well as 500 Nm of torque from 3,500 rpm. Maximum output ratings on the

Cayenne Turbo are 368 kW (500 bhp) at 6,000 rpm and as much as 700 Nm of torque between 2,250 and 4,500 rpm.

The Cayenne, Cayenne S and new Cayenne GTS are all equipped as standard with a high-performance, high-precision six-speed manual gearbox. Alternatively, there's the option of six-speed Tiptronic S, which is standard in the Cayenne Turbo. Maximum speeds with Tiptronic S are 227 km/h (141 mph) for the Cayenne, 250 km/h (155 mph) for the Cayenne S, 251 km/h (156 mph) for the Cayenne GTS and 275 km/h (171 mph) for the Cayenne Turbo.

The standard Porsche Traction Management (PTM – see page 66) combines permanent all-wheel drive with an electronically variable centre differential, two-speed transfer gearbox, anti-slip regulation (ASR) and automatic brake



differential (ABD). The results are excellent dynamics and additional active safety.

For extreme off-road driving, there's the optional Off-road Technology package. Available for the Cayenne, Cayenne S and Cayenne Turbo, it includes a manually selectable and electronically variable rear differential, high-strength rockrails with

integrated skid plates, a reinforced engine bay guard, enhanced protection for the fuel tank and rear axle, and a second towing lug.



Another feature that's standard on the Cayenne Turbo and optional on the other three models is self-levelling air suspension with Porsche Active Suspension Management (PASM – see page 76). PASM is an electronic damping control system offering a choice of increased comfort or added sports performance. The new Cayenne GTS is equipped as standard with an exclusive sports-oriented steel-sprung suspension that's also combined with PASM.

The air suspension system and PASM can also be combined with Porsche Dynamic Chassis Control (PDCC) on all models. This optional active anti-roll system greatly reduces the tendency of the body to 'sway' when cornering, thereby enhancing comfort and agility as well as

turn-in response. The result: even greater driving pleasure.

Standard fitment wheels are 17-inch Cayenne alloys on the Cayenne, 18-inch Cayenne S II alloys on the Cayenne S and 18-inch Cayenne Turbo II alloys on the Cayenne Turbo. Among the special sports features on the new Cayenne GTS are the standard 21-inch Cayenne Sport wheels. These are also available as an option on the other Cayenne models, as is the 21-inch Cayenne SportPlus.

The brake performance is more than a match for the power of each car. All four models have six-piston monobloc aluminium fixed calipers at the front and four-piston units at the rear. The calipers are black on the Cayenne,

silver on the Cayenne S and red on the new Cayenne GTS and Cayenne Turbo.

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

Another standard feature is the 'Sport' mode function. When the 'Sport' button is pressed, the engine is more responsive, Tiptronic S more proactive, the air suspension drops to Low Level I, and PASM as well as PDCC are also switched to 'Sport' mode. Combined, they create a more involving driving experience.

The new Cayenne GTS has a sports exhaust system featuring specially designed chrome-plated dual-tube tailpipes and enhancing the engine sound. It is also available as an option on the Cayenne S in conjunction with Tiptronic S.

For easier loading, there's an optional automatic tailgate with user-programmable opening height and push-button operation.

There's also an optional load-space management system (see page 141) which provides a secure location for luggage and other items during transit.





## Model range

The more we achieve, the greater the expectations. From our customers and from ourselves. The greater the expectations, the greater the pleasure when those expectations are exceeded.

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

Four unique expressions of a unique and powerful idea.

**Exceptional performance.**  
**The very least you can expect from a Porsche.**

## **The Cayenne.**



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

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

The 3.6-litre engine develops 213 kW (290 bhp) at 6,200 rpm. Maximum torque is 385 Nm from as low as 3,000 rpm. With a manual gearbox, it requires 8.1 seconds to reach 100 km/h (62 mph). Maximum speed is 227 km/h (141 mph).

When 'Sport' mode is selected using a button on the centre console, the engine management is adjusted to increase throttle response.

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

The powerful brakes increase active safety in all driving scenarios. The internally vented discs measure 330 mm in diameter at the front of the car. The black-finish calipers are unique to this specific model.

With its precision steering, sports chassis setup and all-wheel drive, the Cayenne is agile and responsive. Using Porsche Traction Management (PTM) and Porsche Stability Management (PSM), the power from the engine is transmitted to all four wheels with efficiency, precision and safety. In difficult terrain, the electronically variable centre differential combines with the anti-slip regulation (ASR) and automatic brake differential (ABD) to maintain optimum traction at all times. This ability is enhanced in low-range mode, where all gear ratios are reduced. As a result, the car remains mobile in soft ground and performs better when towing a heavy trailer load.

For the toughest off-road conditions, the electronically variable centre differential can be fully locked while in low-range mode using the PTM control on the centre console. The torque split is then fixed at 38% of drive to the front and 62% to the rear. For extreme off-road use, there's the optional Off-road Technology package. As well as increasing underbody protection, it includes

a manually selectable and electronically variable rear differential (see page 89). This differential can also be manually locked in low-range mode to increase off-road traction. Whatever the terrain, the passenger compartment provides a comfortable environment for up to five adult occupants. The partial-leather seats include 12-way adjustment for the driver and front passenger.



Other standard features include air conditioning and the CDR-23 CD radio with two-tuner frequency diversity and 12 loudspeakers. Optional equipment includes fully automatic air conditioning with separate temperature adjustment for the driver and front passenger. Alternatively, there's a four-zone air-conditioning system with additional controls for the rear seat occupants.

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



Naturally, the car has a passive safety concept offering excellent protection for all occupants. The concept is based on a sophisticated body structure which features multi-phase steels, energy-absorbing areas and side-impact protection.

The body is augmented by a comprehensive airbag system, featuring full-size front airbags for driver and front passenger, integrated roof-mounted curtain airbags covering both rows of seats, and thorax airbags in the front seat backrests.

The Cayenne. Performance, practicality, Porsche.

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

## The Cayenne S.

The Porsche 'S' is a traditional mark of heightened sports performance.

On the Cayenne S – as on many cars throughout our history – it means power, athleticism, more efficient dynamics – and even greater driving pleasure.

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

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

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

The handling characteristics and general driving properties are exemplary for a car of such versatility. Equally impressive are the standard safety systems, including larger brakes compared with the V6 Cayenne. The front disc diameter is 20 mm larger at 350 mm. The calipers on the Cayenne S have a unique silver finish. Porsche Stability Management (PSM) is standard on all Cayenne models and provides a further reduction in braking distances (see page 96).

The driving dynamics can be further enhanced with the optional air suspension featuring Porsche Active Suspension Management (PASM). With this self-levelling system, the car automatically adapts to changing road surfaces and driving style.





The heightened performance of the Cayenne S is reflected throughout the interior. Special features include door-sill guards in stainless steel plus partial-leather seats with a genuine leather

finish on the centres, inner side bolsters and head restraints. Both front seats have 12-way electric adjustment. The optional sports seats provide additional lateral support.

The familiar arrangement of five round instruments includes a large 3-inch display in the centre dial. This can be used for a wide range of information, including Tiptronic S gear display, 'Sport'

mode confirmation or readings from the optional Tyre Pressure Monitoring (TPM). The rev counter and speedometer dials contain a digital clock and digital odometer, respectively. The outer left-hand dial contains the oil temperature gauge, while the voltmeter is located on the opposite side. Stylish features include an Aluminium Look finish on the instrument rings and a gear lever surround in satin-finish aluminium.

As well as more performance, the Cayenne S also offers greater comfort. The centre armrest has a grained leather finish. The automatic air conditioning includes separate controls for the driver and front passenger as standard.

The Cayenne S. It's amazing how much difference a letter can make.



Centre console (Cayenne S)



Instruments (Cayenne S)

**Obligation is one thing.  
Compulsion is another entirely.**

### **The new Cayenne GTS.**



Developing the new Cayenne GTS was an exercise in what we do best: more performance, more agility, a more immediate driving experience. In short: more sport – both visually and technically – and designed exclusively for the road.

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

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

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

The performance capability of the new Cayenne GTS is reflected in the exterior design. The front and rear sections are identical to those on the Cayenne Turbo. The colour-coded lower mouldings (front, side and rear) enhance the car's dynamic appearance. An elongated roof spoiler with fixed bi-plane profile is available as a no-cost option. The side window surrounds, door handles and door-sill trim strips have a stylish black finish. Another feature

unique to the GTS model is the set of dual-tube chrome tailpipes from the sports exhaust system. The interior shares the same sporting style, from the stainless steel door-sill guards with 'Cayenne GTS' logo to the high-grip padded leather steering wheel. The standard leather interior also includes parts of the dashboard, centre console, door panels and steering wheel airbag module. Among the features unique to the



Extended roof spoiler with fixed bi-plane profile (no-cost option)

new Cayenne GTS are the new 12-way electrically adjustable sports seats with added lateral support. The front and rear seat centres are finished in non-slip Alcantara, as are the roof lining, manual gear-lever boot and parts of the door panel trim. The rear seats have a two-seater look but are actually designed for up to three adult occupants.



Rear seats in Cayenne GTS approved for up to three occupants

The 'Sport' aluminium package uses aluminium trim on the dashboard and doors to enhance the car's sporting style. GTS. A combination of two legendary Porsche designations:

the uncompromising character of the Porsche GT and the sporting capability of the Porsche S. The new Cayenne GTS continues these traditions with power, practicality and exceptional driving performance.

**More agility. More efficiency. More safety.  
So far, it all makes perfect sense.**

## The Cayenne Turbo.

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

The Cayenne Turbo is one of the most remarkable examples of the Porsche performance principle. Blending power with comfort, it does so in style but without compromising on either. It also sets the technical standard in high-performance all-wheel drive.

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

This enormous potential is transmitted to the road through the standard six-speed Tiptronic S. Running on 18-inch Cayenne Turbo II wheels, the standard sprint to 100 km/h (62 mph) is completed in just 5.1 seconds. At 210 km/h (131 mph), the standard air suspension is automatically lowered to increase stability and aerodynamic efficiency. Maximum speed is 275 km/h (171 mph).

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

Press the 'Sport' button on the centre console and the throttle becomes more responsive, the engine more dynamic and Tiptronic S more direct. Simultaneously, Porsche Active Suspension Management (PASM) is also switched to 'Sport' mode. The air suspension is automatically lowered to the more streamlined Low Level I.





Just as impressive as the agility of the Cayenne Turbo is the power of the standard braking system. The large-diameter discs provide high levels of active safety in all driving scenarios. The discs are internally vented

and measure 368 mm in diameter at the front, 358 mm at the rear. As a result, the Cayenne Turbo achieves benchmark performance in deceleration, consistency and durability. The large monobloc calipers have a distinctive red paint finish.

Externally, the Cayenne Turbo is instantly recognisable by the 'power domes' on the engine lid. Other standard features include Bi-Xenon headlights with static and dynamic cornering lights. Together with the elongated lights

in the front air intakes, they lend additional presence and character to the car.

The interior is a blend of sporting style with exclusive materials and features. The driver and front passenger have comfort seats and enhanced memory functions. Sports seats are available as a no-cost option.

The standard BOSE® Surround Sound System is custom-engineered to offer perfect sound at all five seat positions. Other standard features include Porsche Communication Management (PCM) with satellite navigation. The cluster of five round instruments in the Cayenne Turbo includes a 5-inch colour display in the central dial. This provides information

from a range of systems, including the on-board computer. The far right-hand dial contains the boost pressure gauge. All interior trim elements in the Cayenne Turbo have an elegant satin aluminium finish.

The Cayenne Turbo. Uncompromising in performance, a technological benchmark, yet practical in everyday use. It is virtually unstoppable on or off road – but always in comfort and safety.



5-inch colour display



## Drive

More drive.  
More power.  
More efficiency.

More of the things that make  
the Cayenne a Porsche.



1. Air intake system
2. High-pressure pump
3. VarioCam Plus  
(rotary-vane adjuster)
4. Duplex timing chain
5. High-pressure fuel rail
6. Injector (obscured)
7. VarioCam Plus (switchable  
tappet with hydraulic valve  
clearance adjustment)
8. Inlet camshaft
9. Exhaust camshaft
10. Valve
11. Piston
12. Spark plug
13. Exhaust manifold
14. Turbocharger
15. Oil filter
16. Oil/coolant heat exchanger
17. Air-conditioning compressor
18. Oil pump pick-up pipe
19. Water pump (obscured)
20. Ancillary drive belt
21. Throttle-valve tract  
(electronic throttle)

Cayenne Turbo engine

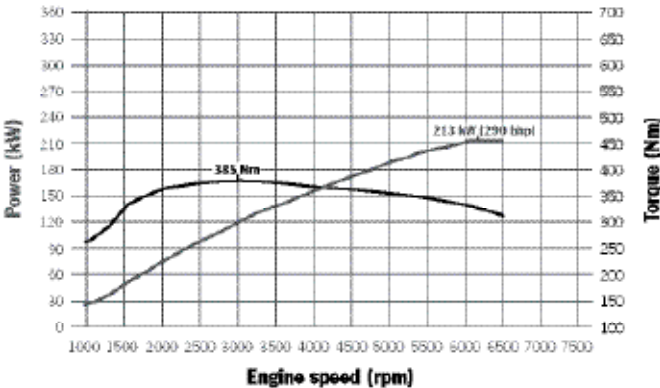
Taking a little. Giving a lot.  
The heart of the Porsche Cayenne.

The engine is the heart of every Porsche. It is the origin of its power, presence and sound, its unique Porsche character and performance.

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



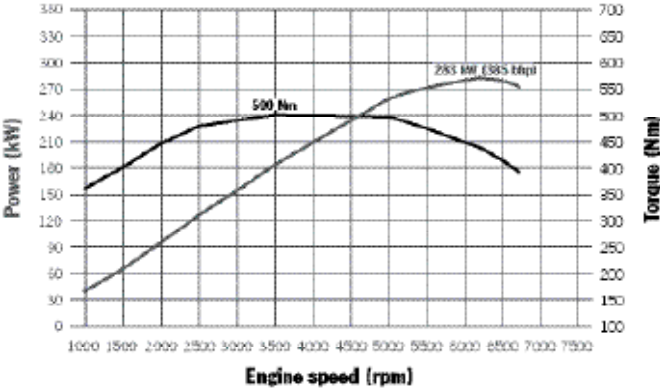
Cayenne engine



Cayenne: 385 Nm at 3,000 rpm, 213 kW (290 bhp) at 6,200 rpm



Cayenne S engine



Cayenne S: 500 Nm at 3,500 rpm, 283 kW (385 bhp) at 6,200 rpm

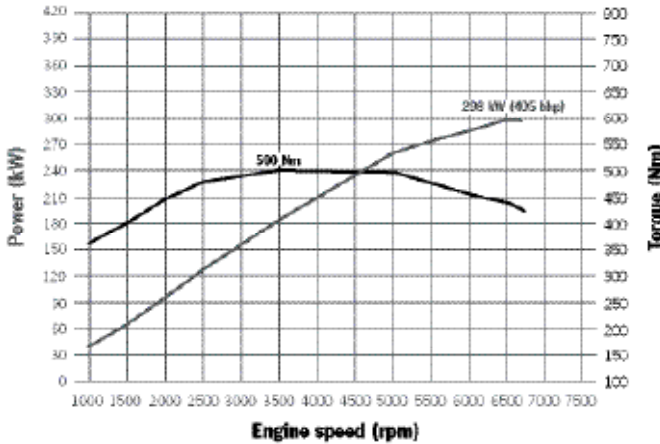
The Cayenne has a naturally aspirated 3.6-litre V6 with direct fuel injection and variable valve timing. Maximum power output is 213 kW (290 bhp) at 6,200 rpm with maximum torque of 385 Nm at 3,000 rpm. The results: 0 to 100 km/h (62 mph) in 8.1 seconds (with manual gearbox) and a maximum speed of 227 km/h (141 mph).

The Cayenne S has a naturally aspirated 4.8-litre V8 with direct fuel injection and VarioCam Plus. Maximum outputs are 283 kW (385 bhp) at 6,200 rpm and 500 Nm of maximum torque. Top speed is 252 km/h (157 mph) with a manual gearbox and 250 km/h (155 mph) with Tiptronic S. The standard sprint to 100 km/h (62 mph) requires 6.6 seconds (manual) or 6.8 seconds (Tiptronic S).

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



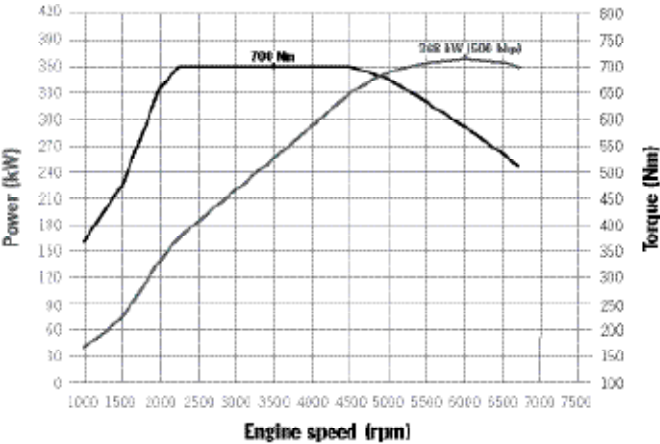
Cayenne GTS engine



Cayenne GTS: 500 Nm at 3,500 rpm, 298 kW (405 bhp) at 6,500 rpm



Cayenne Turbo engine



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

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

**Our greatest motivation:  
to exceed our own achievements.**

**Powerkit Cayenne Turbo.**

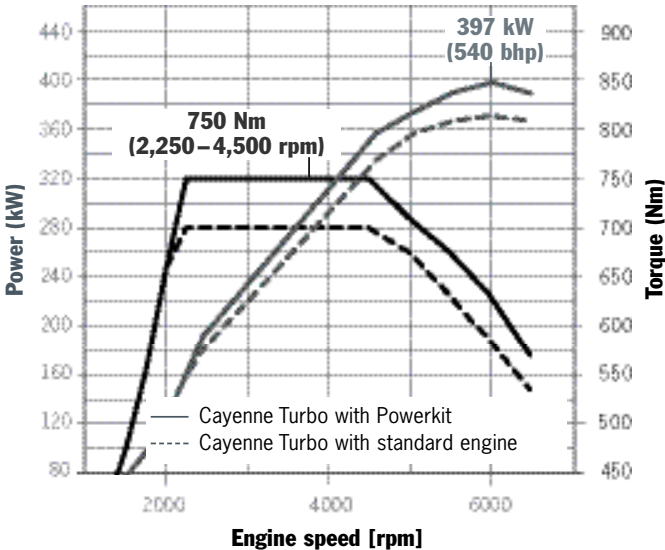
The Porsche Turbo has always been a symbol of ultimate performance in every conceivable respect. The Cayenne Turbo continues this tradition with power, dynamism and agility. This capability can only be achieved when you're always looking to improve. Which is why even the Cayenne Turbo can be taken higher still.

The Powerkit Cayenne Turbo is available as a factory-fitted option or an aftermarket modification from your Porsche Centre. Output is increased from 500 to 540 bhp, without inadvertently compromising service life.



The package includes a new intake manifold and a number of modifications to the engine management. The results: 397 kW (540 bhp) at 6,000 rpm. Maximum torque is raised by 50 Nm to 750 Nm (between 2,250 and 4,500 rpm). Acceleration to 100 km/h (62 mph) requires just 4.9 seconds. Maximum speed is 279 km/h (173 mph).

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



Holding this additional power in check is an uprated braking system that's exclusive to the Cayenne Turbo with Powerkit option. It combines six-piston monobloc aluminium calipers with two-piece, internally vented discs measuring 380 mm in diameter (standard: 368 mm) and 38 mm in thickness (standard: 36 mm).

The chassis is also adapted to the increased performance with the inclusion of modified front track rods. A revised prop shaft is also included.

**Powerkit Cayenne Turbo\***

**Fuel consumption**  
In accordance with 80/1268/EC as valid at the time of going to print

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

**CO<sub>2</sub> emissions**

Combined	358 g/km
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\* Only available in conjunction with 21-inch Porsche wheels or 19-inch Porsche winter wheel and tyre sets (with requisite approval) due to larger brake assembly. Introduction planned for 01/2008.

The results: even greater exhilaration on the racetrack. Even greater peace of mind on the road.

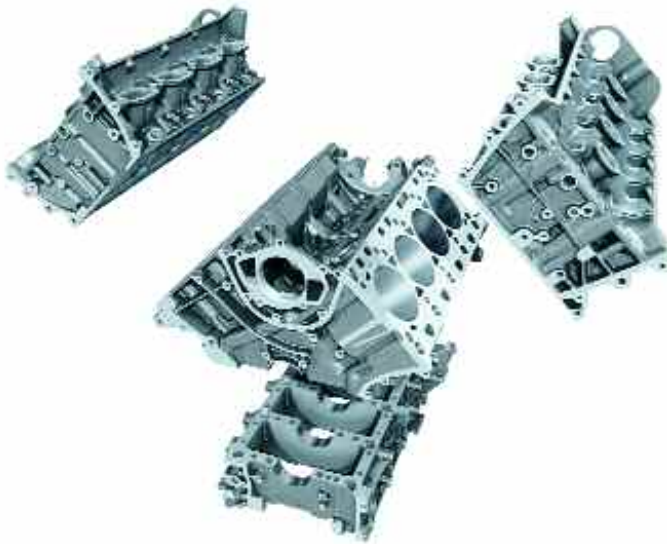
## Power is the product of efficiency.

### Lightweight alloy engine construction.

'Less is more' – less weight, more performance – is a key principle of Porsche design.

The V8 Cayenne engines have a 'closed-deck' construction in which the aluminium crankcase is separated from the cylinder heads. The cylinder block and its associated coolant channels are therefore a fully enclosed system. This not only reduces the weight of the engine, it also improves its integrity. Since the engine is stronger, its service life is extended and its acoustic properties are improved.

The lower section of the V8 crankcase has a lightweight aluminium bedplate providing optimum dimensional stability for the main bearing bore.



V8 engine

Other major lightweight components include the cast aluminium pistons and one-piece aluminium cylinder heads. On the Cayenne Turbo, the pistons are forged to compensate for the higher loads in the twin-turbo engine.

The Cayenne V6 has a cast-iron crankcase and one-piece cylinder heads in die-cast aluminium, producing a high power output with only minimal weight.

## Consistent performance and a longer service life.

### Engine cooling system.

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

The V8 Cayenne engines have an optimised coolant management system offering effective control of temperatures 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.

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

Each engine remains within its optimum temperature range in all operating conditions. Clearances throughout the engine are extremely small, thereby reducing wear. The entire cooling system is designed for prolonged heavy-duty use, e.g., off-road driving or heavy towing and carrying applications.

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

### Lubrication.

The V8 engines use dry-sump lubrication to ensure a consistent supply of oil in all load conditions. Rather than using an external tank, the oil reservoir is located inside the engine. As well as saving space and reducing weight, the oil

is always there where it's needed. A demand-driven pump modifies the flow of oil as conditions in the engine change.

Oil is circulated around the V8 engines using a two-stage scavenging system. Ensuring optimum supply in even the most extreme off-road scenarios, it enables the car to traverse, climb and descend slopes of up to 45° (100%).

The V6 engine in the Cayenne has a wet-sump lubrication system. The sump and the oil/coolant heat exchanger are also designed for the toughest conditions on and off-road, including performance driving and extreme gradients.

Controlling fuel delivery for optimum combustion.

Direct fuel injection (DFI).

All four Cayenne engines feature direct fuel injection.

As the name suggests, fuel is injected directly into each combustion chamber instead of the intake manifold. The injector valves have an electromagnetic mechanism offering extremely high timing precision. A high-pressure pump provides the necessary pressure of up to 120 bar.

The injector position and spray geometry have been carefully designed to improve power, torque and emissions. The swirling

of the fuel as it enters each chamber increases the mixing of air and fuel, thereby improving combustion.

At engine speeds up to 3,500 rpm, a double injection process is used. In this mode, the required fuel volume is delivered in two successive injections per working stroke. The resulting benefits include faster catalyst warm-up and increased torque in the upper load range.

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.

The injection process is continuously adjusted based on changing output requirements. Throughout each journey, the air/fuel mix is monitored and adapted as required. Oxygen sensor circuits within the exhaust system provide accurate emissions control (see page 60). This not only protects the wider environment, it also reduces ownership costs.

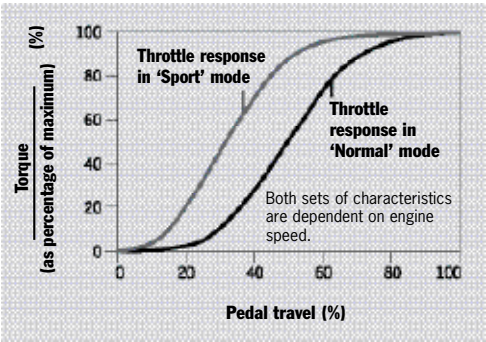


From road to racetrack. At the push of a button.

‘Sport’ mode.



‘Sport’ button on centre console



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

All Cayenne models have a special ‘Sport’ function as standard with a choice of comfort-oriented (‘Normal’) or high-performance (‘Sport’) drivetrain and chassis setups. The function is selected using a button on the centre console below the gear lever/ Tiptronic S gear selector. When active, the word ‘SPORT’ appears in the instrument cluster display.

When ‘Sport’ mode is enabled, the engine management system applies a more positive map on the electronic throttle. The pedal response is quicker, the engine more dynamic and direct. On vehicles with Tiptronic S, upshifts are performed later, downshifts earlier. The chassis control systems PASM and PDCC (if present) are also set to ‘Sport’ mode. The ride height on cars with air suspension is lowered to Low Level I. The results: a firmer ride, more positive turn-in and better contact with the road.

On the new Cayenne GTS, the ‘Sport’ sound mode on the standard sports exhaust is also enabled when the general ‘Sport’ mode is selected. The sports exhaust is also available as an option on the Cayenne S in conjunction with Tiptronic S.

## The epitome of adaptability. And that's just the engine.

### Variable valve timing in the V6 engine.

The V6 engine in the Cayenne features variable valve timing on both inlet and exhaust. The camshaft phase angle is continuously varied by the engine management system. Each cylinder has two

inlet and two exhaust valves which are actuated by roller cam followers featuring hydraulic valve clearance adjustment.

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



## Increasing torque. Reducing fuel consumption.

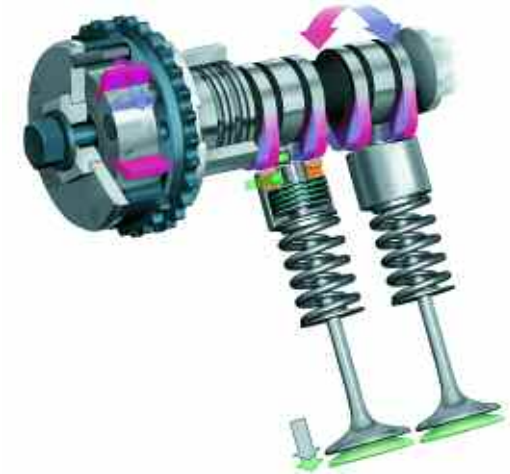
### VarioCam Plus in the V8 and V8 turbo engines.

VarioCam Plus creates two engines out of one by steplessly adjusting the inlet valve timing and lift.

The system differentiates between normal road usage and performance driving, adapting seamlessly as driver inputs change. All functions are automatically controlled by the engine management system.

All you experience is responsive acceleration and ultra-smooth running characteristics.

The two-stage valve lift on the inlet side is achieved using electro-hydraulically switchable tappets. Each tappet consists of two concentric lifters which can be either locked together to form a single unit or allowed to move independently. The inner lifter is actuated by a small-profile cam and the outer lifter by two larger cam lobes. Inlet valve timing is steplessly adjusted by means of



VarioCam Plus (V8 engines)

a rotary vane device at the head of each inlet camshaft.

To improve response when starting from cold, 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 power and torque with relatively modest fuel consumption.

**There is one fuel that will always be free.  
Which is why we make the most of it.**

### **Air intake system.**



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

The effect is enhanced in the Cayenne, Cayenne S and new Cayenne GTS 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). On the Cayenne GTS, performance is enhanced by optimised airflow management in the intake manifold.

Although 'naturally aspirated', the Cayenne, Cayenne S and new Cayenne GTS provide highly impressive torque output ratings across the entire engine speed range.

**Sometimes pressure inspires even greater performance.**

### **Turbocharging system in the Cayenne Turbo.**

The Porsche Turbo is synonymous with performance, exhilarating acoustics and the finest automotive technology.

On the Cayenne Turbo, the engine is assisted by twin turbocharger units arranged in parallel. The low-volume intake pipes combine with short exhaust manifolds to achieve a rapid, emphatic response.

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

Boost pressure is controlled by the engine management system, reaching as much as 1.8 bar (absolute pressure) under full acceleration from just 2,500 rpm.

In normal road driving (part-throttle mode), the boost is adjusted to maximise fuel economy. When the car is driven more assertively, the turbines are 'pre-spun' to increase the pressure available. When the throttle is finally opened, the boost can be applied immediately, thereby eliminating turbo lag.

Both turbo units are cooled by dedicated circuits from the main engine cooling system. This solution prevents the units from reaching temperatures where oil degradation would otherwise occur.

For the driver, the result is seamless delivery of phenomenal engine power.



Using total control to enable maximum freedom.

Engine management system.

Cultured performance in all driving scenarios requires comprehensive engine control. On the Cayenne models, the engine management system provides coordinated regulation of all engine functions and associated systems in all operating conditions (see diagrams).

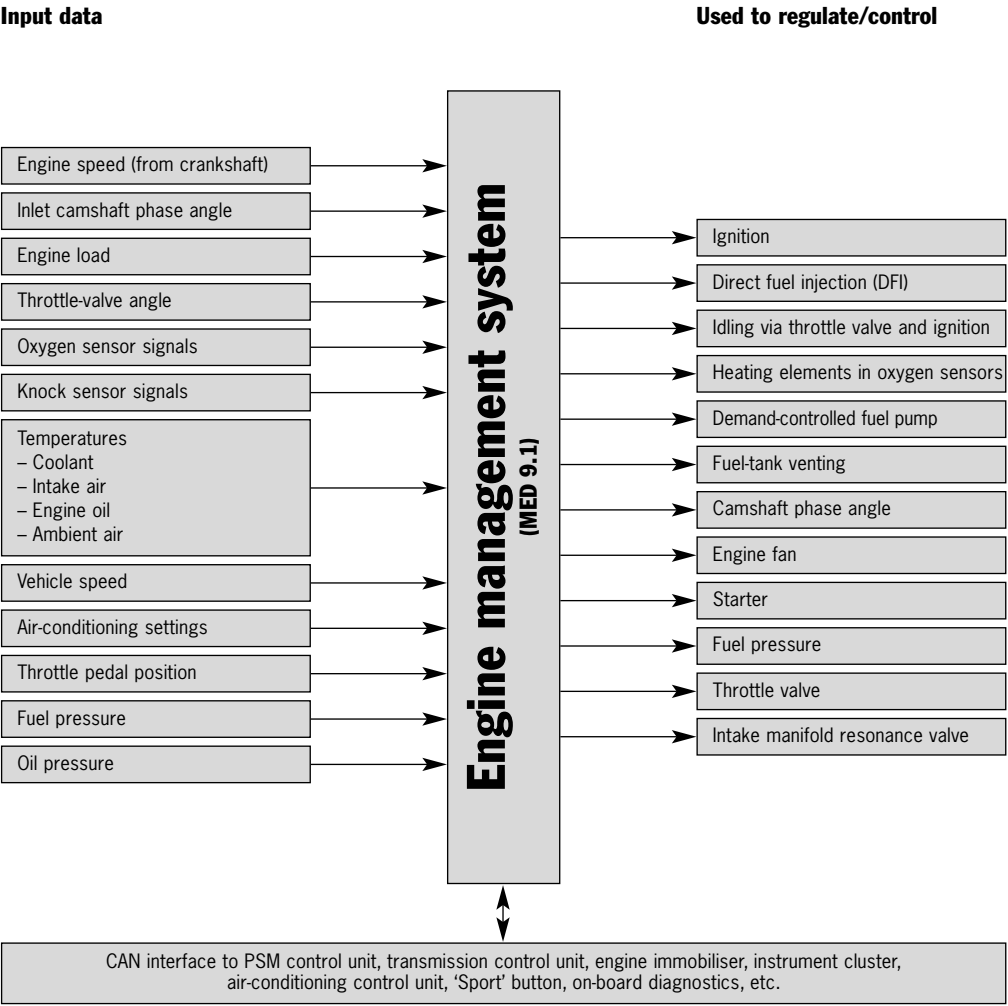
The basic principle of engine management is simple. Throughout each journey, it monitors a wide range of variables from a variety of sensors and engine systems. This data is then compared with a corresponding set of reference values. Based on this comparison, a range of key engine functions, e.g., ignition and fuel injection, are seamlessly and automatically adjusted. The results: optimum fuel economy and lower emissions as well as greater power and torque at all times.



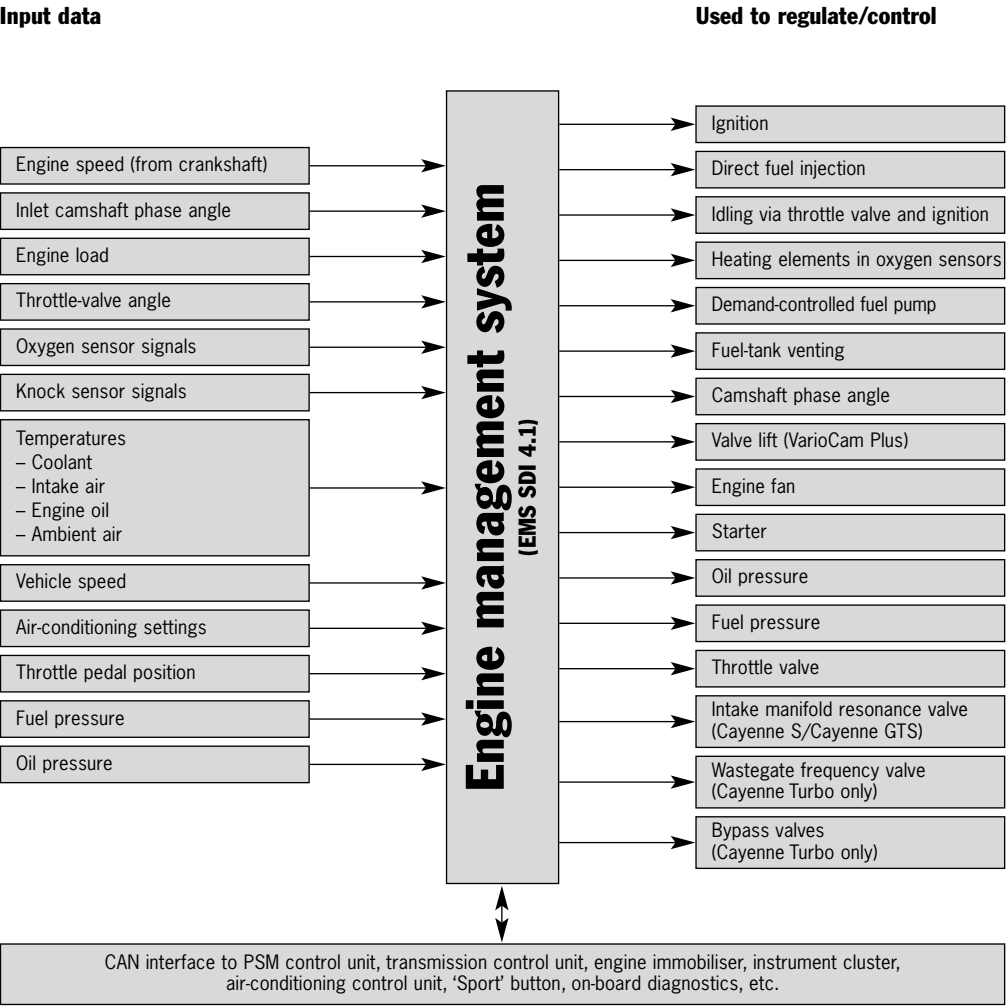
One of the most important systems controlled by engine management is the electronic throttle, a key prerequisite for Porsche Stability Management (PSM). Other major functions include on-board diagnostics and cylinder-specific knock control featuring automatic compensation for changes in fuel quality.

On the Cayenne, Cayenne S and new Cayenne GTS, the engine management system controls the variable-tract intake manifold. On the Cayenne Turbo, it regulates the turbo boost pressure.

Engine management functions in the Cayenne.



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



The smallest things can make the biggest difference.  
Even a single spark.

Ignition system.



The Cayenne models have a static high-voltage ignition system with separate ignition coils on each individual plug. As well as providing a more consistent spark, this is a more reliable

alternative to a conventional distributor and leads. The role of distributor is performed by the engine management system, which communicates directly with each coil. The results are

better performance and fuel economy as well as lower emissions.

Filtering emissions for a purer driving experience.

Exhaust system.

The lightweight exhaust systems in the Cayenne models are made from special, long-life stainless steel.

Short exhaust manifolds enable rapid heating of the primary catalysts, a basic prerequisite for early and more effective emissions control.

The engine management system is also involved in preventing emissions at source. Inside each of the primary catalytic converters are two oxygen sensors. These supply a real-time analysis of

exhaust gas composition. Based on this information, the engine management system can adjust the air/fuel mix as required. This ‘stereo Lambda’ control circuit keeps emissions low in all operating scenarios. The key features of the primary and main catalysts are high efficiency, faster warm-up, a long service life and consistently low emissions (for more details, see page 102).

The new Cayenne GTS has a sports exhaust system as standard. Also available as an option on the Cayenne S (in conjunction with

Tiptronic S), it has a performance sound setting which is automatically enabled when the general ‘Sport’ mode is selected. The package also includes a specially designed set of twin dual-tube tailpipes with chrome-plated finish and the middle section of the rear apron from the Cayenne Turbo. Please note that vehicles equipped with the sports exhaust system have restricted off-road capability.

All exhaust systems, standard and sports, comply with strict emissions legislation.



Twin single-tube tailpipes (Cayenne and Cayenne S)



Sports exhaust system, chrome-plated (Cayenne GTS)



Twin dual-tube tailpipes (Cayenne Turbo)

Spend less on ownership.

And more time on the road.



Longer service intervals are not only more convenient and financially attractive, they are also easier on the environment.

With parts and fluids having a longer service life, there are fewer materials for disposal.

For more information on service intervals, please refer to the separate price list for the Cayenne model range.

## Precision control on road and track. Comfort and durability on all terrain.

### Six-speed manual gearbox.

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

As on every Porsche, the key design objective was optimum sports performance. Each of the six ratios has therefore been selected for optimum progression

through the gears. The gear lever throw is short and precise, with minimal effort required.

Gearbox performance is equally impressive in low-range mode. All components are specifically adapted for the demands of off-road driving, e.g., deep water crossings and gradients of up to 45° in every direction. Special features include the Porsche Drive-off Assistant, which enables

easier hill starts without having to use the brakes when operating the clutch.

The gear linkage is insulated from the engine and transmission, thereby eliminating vibration in the gear lever.

The dual-mass flywheel is fitted with torsionally elastic elements that also reduce noise transfer from engine to gearbox.

For additional weight saving, the gearbox casing is constructed in lightweight die-cast aluminium.



Gear lever



## The convenience of an automatic. The pleasure of sequential transmission.

### Six-speed Tiptronic S.



Tiptronic S gearshift control on steering wheel

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

In automatic mode, the standard gearshift pattern, designed for maximum fuel economy, can be automatically and steplessly varied up to a dedicated 'Sport' configuration for high-performance driving. Each gearshift point is automatically selected based on current road conditions and

driving style. Within a short space of time, you'll develop a feel for the system and begin to influence gearshifts using the throttle alone.

The benefits of Tiptronic S are particularly apparent when exploring the car's potential. The immediacy of response, with practically no interruption in drive, is comparable with that of a manual gearbox.

In low-range mode, Tiptronic S automatically adapts the gearshift pattern for off-road use. The low-range gearing is available for selection while travelling at speeds of up to 15 km/h (9 mph). You can also return to high-range mode at up to 30 km/h (19 mph).

For complete manual control, simply slot the system into manual mode and use the gearshift controls on the steering wheel. If you prefer, you can change gear

using the gear selector lever on the centre console. Simply nudge the lever forwards to change up, and backwards to change down.

Even in automatic mode, you can change gear manually using the rocker controls on the steering wheel. If there is no further manual input for a period of eight seconds, the system reverts to automatic mode.

One of the special features in Tiptronic S is standby control. When the car is idling on level ground, in an active gear position and with the foot brake applied, the input clutch automatically disconnects the engine from the driveline, thereby reducing engine load. The result: lower fuel consumption.

Other useful functions include a warm-up programme which temporarily suppresses upshifts

to maintain higher engine speeds, thereby accelerating warm-up in the catalytic converters and lowering exhaust emissions. If rapid throttle inputs are detected, the system automatically selects the 'Sport' gearshift pattern, i.e., there is no need to use a kickdown function. When the throttle is released quickly, e.g., on entering a corner, downshifts on the overrun are prevented. Mid-corner gearshifts are also suppressed, enhancing stability and safety.

Under heavy braking, Tiptronic S shifts down to maximise engine braking. An incline sensor seamlessly adjusts the gearshift pattern so that the car remains in a lower gear when climbing or descending a gradient. As well as improving uphill acceleration, this makes better use of engine braking on descent.

Another special feature, Porsche Hill Holder, enables easy hill starts without having to use the brakes when the gear selector is in the drive or manual position.

The Tiptronic S gearbox has a dedicated cooling system. Specifically configured to match the engine performance, it is also designed for heavy-duty transport and towing applications, as well as off-road use.



Tiptronic S gear selector

## Applying power with intelligence.

### Porsche Traction Management (PTM).

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

At the heart of PTM is an intelligent permanent all-wheel drive system with electronically variable centre differential. The standard torque split of 38% to the front and 62%

to the rear can be automatically varied to match changing driving conditions. For the toughest off-road terrain, the differential can be locked using the PTM control on the centre console.

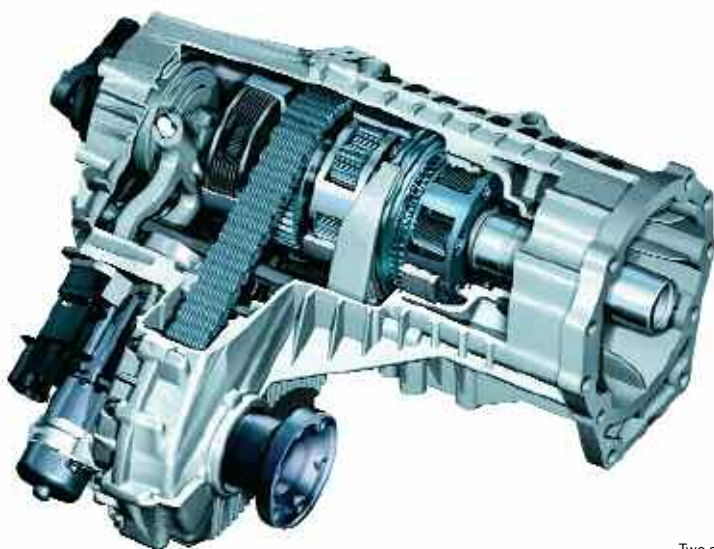
Other major features in PTM include a two-speed transfer gearbox (with low-range gearing for off-road use), an automatic

brake differential (ABD) for better traction and anti-slip regulation (ASR) for greater stability under acceleration. Combined, they enable exceptional performance and vehicle control on or off road.

PTM uses the ABD and ASR functions to achieve better handling and grip.

If one of the wheels is about to lose traction, PTM uses the ABD system to apply the corresponding brake. Torque that would normally be delivered to that side 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 maintain traction.

All PTM functions are fully automatic. All you have to do is choose high-range mode for road and track driving or low-range mode for additional off-road traction. These are selected using a single control on the centre console. In low-range mode, the gearing is reduced to enhance off-road manoeuvrability or to increase road traction when towing heavy loads.



Two-stage transfer gearbox



All-wheel drive

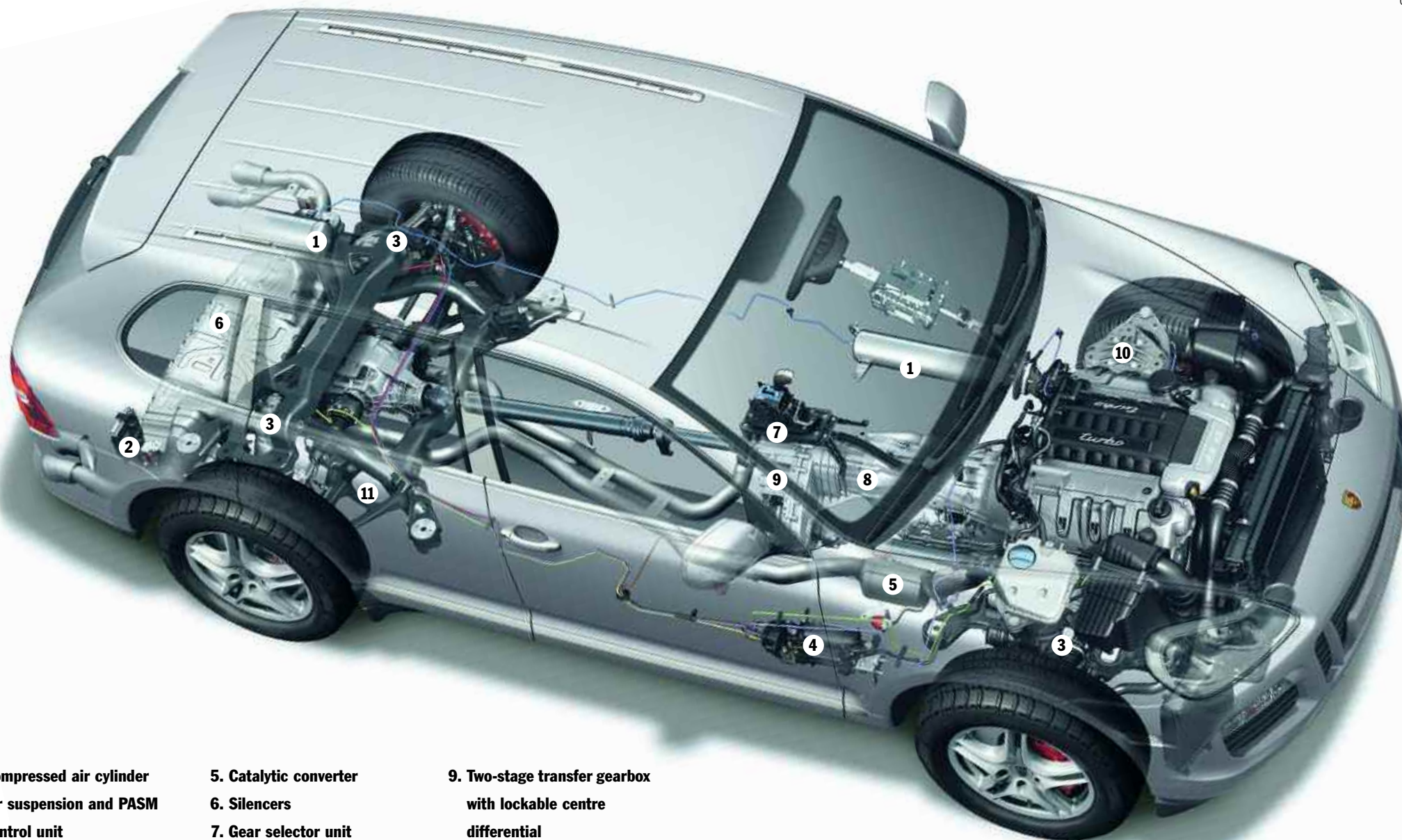


## Chassis

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

It is the absolute ideal that must be attained, whatever the obstacles that stand in our way. From the varied requirements of everyday use to the most demanding off-road terrain.

Only then can we achieve the performance you rightly expect from a Porsche.



**1. Compressed air cylinder**

**2. Air suspension and PASM control unit**

**3. Air suspension struts**

**4. Air suspension compressor**

**5. Catalytic converter**

**6. Silencers**

**7. Gear selector unit**

**(Tiptronic S)**

**8. Tiptronic S transmission**

**9. Two-stage transfer gearbox**

**with lockable centre differential**

**10. Double wishbone suspension**

**11. Multi-link suspension**

**Precision in design.  
Precision on the road.**



Front axle (Cayenne Turbo)

**Front axle.**

A powerful and responsive engine requires an equally responsive chassis. Only then can that power be transmitted to the widest range of terrain.

The front axle on all four Cayenne models features subframe-mounted double wishbone suspension with high-mounted upper arms. By raising the top wishbones, we have increased the stability of

the suspension and the wheels are more precisely located. The results: greater agility and minimal interference on uneven surfaces.

The subframe is secured on large rubber mountings that reduce road noise to a minimum and thus enhance the engine sound.

Made from lightweight high-strength steel, the front suspension subframe is specially constructed to increase the rigidity of the car.

The resulting benefits include greater stability, greater comfort and even greater active and passive safety. In the event of an accident, the subframe deforms in a predefined manner to provide additional protection for the passenger compartment.



Rear axle (Cayenne Turbo)

**Rear axle.**

A balanced chassis is crucial on any car and one of the greatest challenges in vehicle design.

On all four Cayenne models, we have solved this problem using multi-link rear 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 lower suspension links and track rods are specially constructed from sheet steel. The inherent strength of this design is particularly valuable in off-road use. The upper links are located high in the wheel arches and can therefore be made from lightweight forged aluminium.

The suspension struts are angled to allow longer suspension travel and create a deeper and wider cargo area. As well as providing

additional space, the car is also easier to load.

A key advantage of the rear axle design is its ability to minimise dive and squat under acceleration and braking. It also uses active toe-angle control to improve mid-corner stability and compensate for sudden load transfer, e.g., lift-off oversteer. In short: a chassis you would expect from Porsche. Specially developed in Weissach.

## Exceptional power requires accurate direction.

### Steering.

Power is only one part of the Cayenne – it is nothing without control.

For optimum manoeuvrability, on and off road, we have combined a variable steering ratio with special valve settings on the power-steering system. Lock-to-lock travel is a modest 2.65 turns, while the turning circle is just 11.7 metres.

The steering wheel can be adjusted by 50 mm for reach and 40 mm for height. Both adjustment options are manual on the Cayenne and Cayenne S, and electrically assisted on the new Cayenne GTS and Cayenne Turbo. Electric adjustment is also available as an option on the Cayenne and Cayenne S in conjunction with the optional comfort and sports seat packs. The new Cayenne GTS has a padded steering wheel that complements the car's sporting character.

The electrically adjustable steering column has a driver-selectable 'Easy Entry' function, which raises the steering wheel clear of the seat and towards the instrument cluster whenever you enter or leave the car. The comfort seat package (standard on the new Cayenne GTS and Cayenne Turbo, optional on the Cayenne and Cayenne S) has an enhanced memory function that stores your wheel position preferences – along with your seat and exterior mirror settings – on the standard key remote.

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

### Servotronic.

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

At higher speeds, the steering becomes firmer, inputs are more precise and driver comfort is enhanced.

At lower speeds, it enables easy manoeuvrability and parking.

## The metric system has many advantages. For some things, imperial is best.

### Wheels.

Standard wheel fitments are as follows: 17-inch Cayenne alloys on the Cayenne, 18-inch Cayenne S II on the Cayenne S, 21-inch Cayenne Sport on the new Cayenne GTS and 18-inch Cayenne Turbo II on the Cayenne Turbo.

For a more personal touch, you can choose from a range of wheel options, including the 21-inch Cayenne SportPlus with colour-coded wheel-arch extensions. For details of this and all other wheel options, see page 155.



17-inch Cayenne wheel



18-inch Cayenne S II wheel



21-inch Cayenne Sport wheel



18-inch Cayenne Turbo II wheel

### Tyre Pressure Monitoring (TPM).

The optional TPM provides early warning of any drop in pressure via the on-board computer display. In addition, the driver can check the individual pressures in all four wheels via the multi-purpose

display in the instrument cluster. TPM quickly updates the pressure data after changing or re-inflating a tyre. It also provides a rapid calibration process after fitting a new set of tyres as well as prompt display of the new tyre pressure data.

## Active damping adjustment for optimum performance and comfort.

### Porsche Active Suspension Management (PASM).



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

an option on the Cayenne and Cayenne S. The new Cayenne GTS has an exclusive combination of high-performance steel-sprung suspension with PASM as standard. The ride height on the standard Cayenne GTS is 24 mm lower than on the other models.

During performance driving or heavy off-road use, there is an increased tendency for the body to sway, both laterally and longitudinally. 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, e.g., under acceleration and braking as well as on poor road surfaces. It also gathers data on

lateral acceleration, steering angle, brake pressure and engine torque. The PASM control unit then evaluates this information and modifies the damping force on each individual wheel in accordance with the selected mode. The results are reduced body movement enabling greater car control and providing greater occupant comfort.

PASM remains active at all times, monitoring the forces on the car. If 'Comfort' or 'Normal' mode is selected, and the car is driven

assertively, PASM automatically switches to a harder damper rating. As the dampers become stiffer, the car becomes more stable and easier to control.

If the road surface deteriorates while travelling in 'Sport' mode, the system immediately changes to a softer rating, thereby improving road contact. When the road surface improves, PASM automatically reverts to the original, harder rating.



**Even on the roughest off-road terrain, you are literally floating on air.**

## Air suspension.

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

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

### 1. High Level II.

56 mm above Normal Level; maximum ground clearance: 271 mm: selectable at speeds of up to 30 km/h (19 mph) for

extreme off-road use. Capable of approaching gradients of 31.8° without fouling front of car.

### 2. High Level I.

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

### 3. Normal Level.

Maximum ground clearance: 215 mm at DIN unladen weight/EC: standard ride height on Cayenne models.

### 4. Low Level I.

24 mm below Normal Level; maximum ground clearance: 191 mm: suspension is firmer, drag is reduced and the car is more stable and agile. Automatically selected when the car accelerates beyond 125 km/h (78 mph).

### 5. Low Level II.

34 mm below Normal Level; maximum ground clearance: 181 mm: automatically selected when the car accelerates beyond 210 km/h (131 mph). (Not manually selectable.)

### 6. Loading Level.

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

### 7. Cayenne GTS.\*

The ride height on the Cayenne GTS is 20 mm lower in Normal Level, High Level I and High Level II, and 5 mm lower in Low Level I. All other ride-height settings (Low Level II and Loading Level) are the same as on the other Cayenne models.

\* With air suspension.



High Level II: 271 mm  
Cayenne GTS: 251 mm



Normal Level: 215 mm  
Cayenne GTS: 195 mm



Loading Level: 161 mm

**Active prevention of body roll when cornering.  
For greater comfort and control.**

**Porsche Dynamic Chassis Control (PDCC).**

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

PDCC is an active anti-roll system that anticipates and significantly reduces lateral body movement during cornering manoeuvres as well as minimising oscillation on rippled road surfaces. As a result, the car remains stable and easy to control. The effect is achieved with the aid of active anti-roll bars on the front and rear axles.

The system responds to the current steering angle and lateral acceleration by producing a stabilising force that precisely negates the swaying force of the body. The benefits are optimum traction and occupant comfort both on and off the road.

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

When the low-range gearing is selected, PDCC automatically switches to off-road mode. Essentially, this allows the two halves of each anti-roll bar to rotate further in opposition to each other. This in turn enables greater wheel articulation, improving traction on uneven surfaces. Since each individual wheel has more contact with the ground, a greater proportion

of drive torque is transmitted (see page 86). Vehicles with PDCC can be identified by the silver finish on the centre console chassis controls.



High-speed cornering without PDCC



High-speed cornering with PDCC



## Off road

Setting new objectives.  
Accepting no limits.  
Reaching your destination –  
wherever that may be.

Applying power with ingenuity and  
intelligence. That is true strength  
of character.

Most of all, the Cayenne is a Porsche.  
Wherever your journey takes you.

Off-road capability.

A Porsche is designed to extremely high standards – in dynamics, agility, safety, comfort and everyday practicality. Combined, they deliver exceptional driving pleasure. With the Cayenne models: on any terrain.

All four cars were developed for the road – and much of the land beyond. Simply shift the transfer gearbox into ‘low-range’ mode and the car is ready for off-road use. Porsche Traction Management (PTM) and PSM adapt a range of systems for optimum off-road performance.

The seamless transition from road to trail includes the automatic selection of low-range gearing, a high-traction off-road chassis programme (with off-road ABS and ABD) and High Level I on vehicles with air suspension. The centre differential, part of the all-wheel drive system, can



20.4° max. ramp breakover angle\*  
24.7° max. ramp breakover angle\*\*  
21.1° max. ramp breakover angle\*\*\*



500 mm max. wading depth\*  
555 mm max. wading depth\*\*  
535 mm max. wading depth\*\*\*



28.6° front	max. approach/departure angle*	rear 22.8°
31.8° front	max. approach/departure angle**	rear 25.4°
29.7° front	max. approach/departure angle***	rear 23.3°

\* Cayenne and Cayenne S with steel-sprung suspension.  
\*\* Cayenne, Cayenne S and Cayenne Turbo with air suspension in High Level II.  
\*\*\* Cayenne GTS with air suspension in High Level II.



be fully locked for use in the toughest off-road conditions. If that's not enough, the air suspension can be raised by another 30 mm to High Level II.

At this setting, the Cayenne models have a maximum approach angle on gradients of 31.8° and a maximum departure angle of 25.4°. The maximum ramp breakover angle is 24.7°.

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

All Cayenne models can negotiate gradients of up to 45° (100%). With the Hill Holder function in Tiptronic S – and Porsche Drive-off Assistant on vehicles with manual transmission – it is possible to stop on a hill and drive off again without ever using the brakes.

Porsche Hill Control (PHC) uses engine braking to enable slow

and steady descent on otherwise hazardous gradients at speeds of up to 20 km/h (12.5 mph). If one or more wheels begin to lose traction, PHC compensates by applying increased engine braking on those that retain contact with the ground. As it is no longer necessary to modulate the brake inputs, the driver can concentrate on steering the car.

With steel-sprung suspension, the maximum wading depth is 500 mm\*. With the optional air suspension (standard on the Cayenne Turbo), the car is secure to a depth of 555 mm. All-wheel drive reveals its full potential on loose off-road surfaces, such as mud, scree and furrowed earth.

On extremely uneven terrain, your path can be smoothed with the optional Porsche Dynamic Chassis Control (PDCC). Featuring active anti-roll bars, PDCC is automatically enabled whenever 'low-range' mode is selected. By softening the anti-roll bars, PDCC enables greater articulation of each individual wheel while substantially reducing body roll. As well increasing the car's off-road capability, occupant comfort is improved.

\* Cayenne GTS: 476 mm.



PDCC in on-road mode: reduced wheel articulation



PDCC in off-road mode: increased wheel articulation

**Applying power with sensitivity, protecting with strength.**

### **Off-road Technology package.**



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

As on the standard centre differential, the additional rear differential features viscous multi-plate technology. This is used to achieve optimum distribution of engine drive torque to each of the rear wheels. In difficult off-road terrain, it is extremely important that the torque supplied to each of the wheels does not exceed the traction available – otherwise, the wheel will simply spin. The rear differential provides a highly efficient and automatic means of doing so.

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

For additional off-road protection, all models can be equipped with optional wheel-arch extensions featuring a stylish black finish and running boards with integrated skid plates.

\* The Off-road Technology package is not available for the new Cayenne GTS.



# Safety

Finding new ways.  
Breaking new ground.  
Yet always prepared for  
every eventuality.

That's always been our  
philosophy at Porsche –  
and fundamental to the  
Cayenne models.

## A shining example of active safety.

### Headlight system.

It's always a pleasure taking corners in a Porsche. Especially when they're now so visible at night.

The Cayenne, Cayenne S and new Cayenne GTS are all equipped as standard with a H7 projection-beam headlight system featuring manual levelling and reflection high-beam lights.

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

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

As you turn into a bend, the dynamic cornering lights automatically adjust to provide better illumination of the road. To do that, the system uses a series of sensors to monitor the speed, yaw velocity (speed of rotation

around the vertical axis) and steering lock to calculate the characteristics of each corner. Based on this data, the system then calculates the optimum angle of illumination up to a maximum of 15°. As a result, the corner is easier to negotiate, and potential obstacles are easier to identify. The system is also available as optional equipment on the Cayenne, Cayenne S and new Cayenne GTS.



Headlight (Cayenne Turbo)



Headlight (Cayenne, Cayenne S and Cayenne GTS)



Cornering light function on Bi-Xenon headlights



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

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

### Other exterior lights.

The rear light modules are a one-piece design incorporating the indicators, foglights (right and left), colour-contrasted reversing lights, brake lights, sidelights and reflectors.

The reversing lights, brake lights and high-level third brake light feature high-speed LEDs.

The doors and tailgate are fitted with red safety lights that illuminate when the doors are opened. An additional pair of indicators are located in the front wheel arches, ensuring optimum visibility from front, side and rear.

**Porsche has always been synonymous with acceleration.  
But that's only half the story.**

## Braking system.

Porsche braking systems are renowned worldwide as the benchmark in performance and durability. The Cayenne models continue this tradition, offering excellent deceleration – even when fully laden with five adult occupants, a full complement of

luggage and a braked trailer load of up to 3,500 kg (Cayenne GTS with steel-sprung suspension: 3,080 kg).

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

consistent brake temperatures and therefore optimum performance, even during heavy use.

The front disc dimensions (diameter/thickness) are 330 mm/32 mm on the Cayenne, 350 mm/34 mm on the Cayenne S and new Cayenne GTS, and 368 mm/36 mm on the Cayenne Turbo.

All models have six-piston monobloc aluminium brake calipers at the front and four-piston equivalents at the rear. The Cayenne Turbo has much larger front calipers to compensate for the increase in engine performance. As a visual differentiation, the calipers are finished in black on the Cayenne, silver on the Cayenne S and red on the new Cayenne GTS and Cayenne Turbo.



Cayenne: standard front brake with 330-mm disc



Cayenne S: standard front brake with 350-mm disc



Cayenne GTS: standard front brake with 350-mm disc



Cayenne Turbo: standard front brake with 368-mm disc



Braking is assisted by a tandem booster and large brake master cylinder. The foot-operated parking brake uses a duo-servo system mounted on each of the rear discs. Porsche Stability Management (PSM) features two additional brake functions: electronic brake prefill prior to an emergency stop and all-wheel brake assist. (See page 96 for more information on PSM.)

The pistons on the front calipers on all Cayenne models are fitted with temperature-resistant synthetic insulation elements. By reducing heat transfer from the pads to the brake fluid, consistency and performance are enhanced.

The pads themselves are equipped with individual wear sensors. When new pads are required, a warning light is illuminated in the instrument cluster. The brake lines serving each of the rear calipers feature special off-road protection against rocks and other debris.

Expecting the best means preparing for the worst.

Porsche Stability Management (PSM).

All Cayenne models are equipped with Porsche Stability Management (PSM) as standard. This electronic control system uses a range of functions – including anti-lock braking (ABS) – to help stabilise the vehicle (and trailer, if fitted) in hazardous road scenarios. Throughout each journey, PSM uses a range of sensors to monitor the direction, speed, yaw velocity (speed of rotation around the vertical axis) 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 to the wheels.

PSM has two additional functions that help reduce braking distances. If the throttle pedal is released suddenly, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding 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

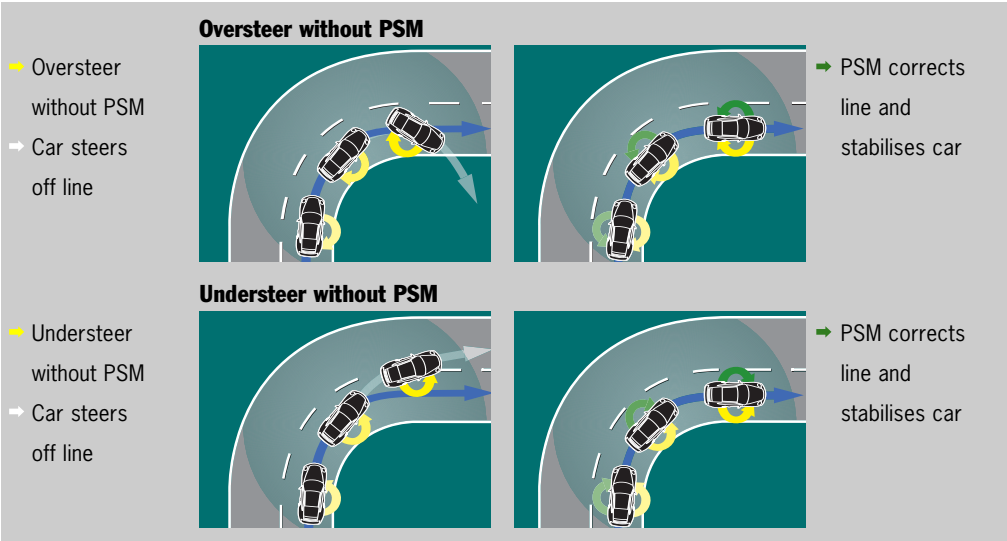
– i.e., when the pressure on the brake pedal exceeds a certain threshold – the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.

PSM makes a significant contribution to car and trailer safety – within the laws of physics. It compensates for load transfer caused by throttle and brake inputs up to the maximum degree of lateral acceleration. It also enhances the car’s driving dynamics and directional stability when accelerating on inconsistent road surfaces. PSM can also intervene through the locking centre and axle differentials as part of Porsche Traction Management (PTM).



Other features include a special control strategy in the ABS for braking on loose surfaces such as gravel or snow. By briefly locking the wheels, a wedge is formed ahead of each tyre which provides additional purchase to help slow the car.

For those occasions when you’d rather enjoy your Cayenne unassisted, PSM can be disabled. For safety reasons, it remains active in the background, ready to intervene in critical scenarios.



## Safety is more than skin deep.

### Bodyshell construction.

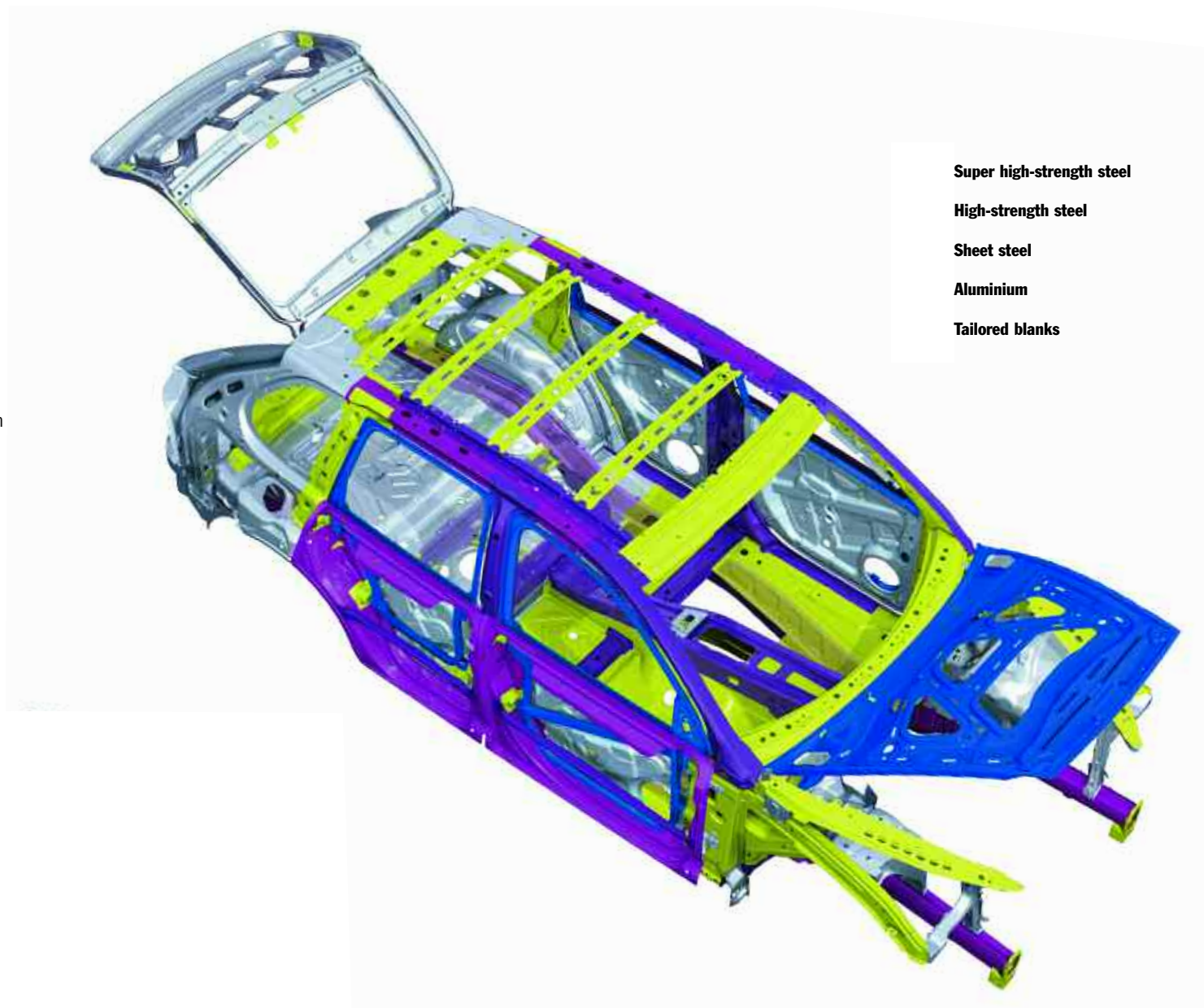
Our ongoing development of the lightweight steel body is a decisive factor in the enhanced passive safety and unparalleled rigidity of the Cayenne body. The triple-skin structure with robust three-box sections provides exceptional strength and occupant protection, particularly in the all-important roof and pillar area.

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

With its combination of high strength and consistent deformation properties, the multi-phase steel used throughout the body fulfils two key safety requirements.

Tailored blanks are used throughout the car to form effective crash protection structures. Among the areas that benefit from this technology are the longitudinal members and roof rails.

As a result of all these measures, the Cayenne models comply with all legal requirements for all types of crash protection, including frontal, side, diagonal and rear impact, as well as roll-over damage and frontal or side post impact.



**Super high-strength steel**

**High-strength steel**

**Sheet steel**

**Aluminium**

**Tailored blanks**

**With over 50 years in motorsport, we appreciate the importance of safety.**

## Airbags.

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

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

The driver and front passenger airbags use a gas 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.

### Interior safety features.

The Cayenne models feature three-point seat belts on all five seats, as well as seat-belt pre-tensioners (front and outer rear seats) and force limiters

(front seats only). The front passenger seat and outer rear seats are also equipped with ISOFIX mounting points for compatible child seats. If a child seat is mounted on the front passenger seat, the corresponding airbag

can be quickly deactivated using a key-operated switch.





## Environment

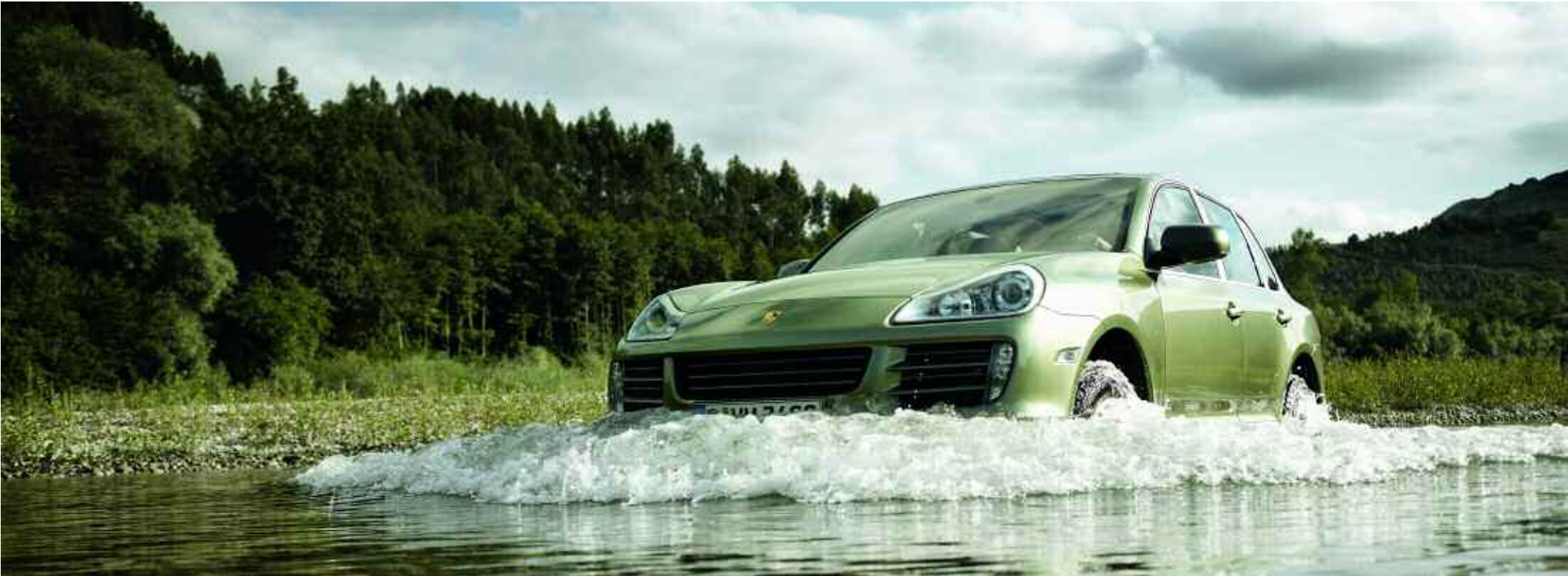
Pushing to the limit.  
Achieving the best.  
Celebrating performance.

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

Because when we go to every  
extreme, we do so in every respect.

To achieve the highest standards  
of all-terrain performance  
through the highest standards  
of efficiency.

**The secret of performance?  
Efficiency.**



**Exhaust emissions.**

The Cayenne models are all equipped with the very latest emissions technologies. As a result, they comply with both the stringent EU4 exhaust emissions

standard as well as LEV2 – LEV (Cayenne and Cayenne Turbo) and LEV2 – ULEV (Cayenne S and Cayenne GTS) regulations in the United States. Whatever the class, every Porsche combines high performance with only moderate

emissions levels. On the Cayenne models, this is achieved using an advanced engine concept featuring direct fuel injection, VarioCam Plus (V8 engines) or variable valve timing (V6 Cayenne) as well as OBD II on-board

diagnostics. Any impurities that do leave the engine are immediately contained by the primary and secondary catalytic converters on the twin exhaust tracts. Each catalyst has a rapid warm-up cycle so emissions are

reduced sooner when starting from cold. Another important feature on all Cayenne models is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate

control system which the engine management system uses to establish the optimum air/fuel mix and monitor the efficiency of the catalytic converters.

### Fuel economy.

It is possible to increase engine performance without increasing fuel consumption. On the Cayenne models, we have proven that fact with a range of innovative technologies. Direct fuel injection (DFI) provides a major increase in engine efficiency, including greater fuel economy. This is combined with VarioCam Plus in the V8 engines and variable valve timing in the Cayenne V6. Both of these systems offer a reduction in fuel consumption and exhaust emissions. The low-drag exterior on each Cayenne model further improves efficiency.

### Fuel.

The current Porsche model range is already compatible with fuels that have an ethanol content of up to 10%. A 'biofuel' made from naturally replenishing materials,

ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production also absorb carbon dioxide from the atmosphere.

### Fuel system.

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

### Acoustics.

Think of a Porsche and what do you hear? One of the most distinctive sounds on the road. A sound created not just by the engine, but also by the absence of unwanted noise.

Tolerances are reduced within the engine by using stronger, lighter and more temperature-resistant materials. The result is a reduction in mechanical noise and no need for engine encapsulation. Other features that enhance the acoustics include the air intake system and heavy-duty silencers in each exhaust tract. Both of these remain fully effective throughout the life of the car.

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



### **Servicing.**

Although every journey is a pleasure in a Porsche, there's one you won't have to make too often. Thanks to the lengthy service intervals on all Cayenne models, we may not be seeing you for some time.

Service tasks have been reduced to a minimum thanks to long-life, low-wear materials and components. In the case of the oil filter, for example, all that's replaced is an easily recyclable paper element. The oil filter casing remains on the car.

All moving parts inside the engine are fully self-adjusting. The valve clearances, for example, feature automatic hydraulic control. The camshafts are driven by metal chains that never require any form of maintenance.

With single-spark coils on each of the cylinders, the entire ignition system, with the exception of the spark plugs, is entirely maintenance-free. These modest servicing requirements have numerous benefits, including reduced waste disposal and fewer demands on resources. They also bring down the cost of ownership while keeping your car on the road.

For full details of service intervals in your country/region, please consult your Porsche Centre.

### **Materials and recycling.**

Owning a Porsche should be a lasting pleasure with minimal impact on the environment.

That's why every Porsche is built to endure both technically and in terms of design. The lightweight exhaust on the Cayenne models, for example, is constructed from long-life stainless steel.

Weight reduction is a fundamental part of the Porsche design philosophy. By using a greater proportion of high-strength materials, e.g., special steels, cast aluminium alloys and synthetic materials, we have successfully reduced the weight of each car and therefore its fuel consumption. Every production process we use at Porsche is designed with the environment in mind.



Every Porsche model is entirely free of asbestos, CFCs and components manufactured using CFCs. All legal requirements in respect of recycling are fulfilled. Materials are labelled

in accordance with VDA 260, enabling better recycling of end-of-life vehicles and individual parts and assemblies.

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



## Comfort

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

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

Where attention to detail and generous space provide excellent occupant comfort.

## Ergonomics and design. Inseparable in a Porsche.

### Interior.

As on every Porsche, the interior of the car is designed around the driver. The instruments and controls are logically arranged for intuitive operation.

Every interior feature is elegantly crafted with quality, comfort and

performance in mind. Directly before you is the familiar cluster of five round instruments and a three-spoke leather steering wheel with height and reach adjustment. In the Cayenne Turbo, the standard wheel is electrically adjustable and automatically heated. In the new

Cayenne GTS, it is also electrically adjustable and has a padded rim.

A three-spoke multifunction steering wheel is available as an option on all Cayenne models, enabling easy access to audio and telephone functions.

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

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

The sporty interior of the new Cayenne GTS includes Alcantara on the seat centres, rooflining and door trim panels. The centre console has an Aluminium Look finish, perfectly complemented by the 'Sport' aluminium package.



Natural leather interior in Black/Chestnut Brown (Cayenne Turbo)

**Long-distance comfort on the road.  
Lateral support on the racetrack.**



Natural leather interior in Black/Chestnut Brown (Cayenne Turbo)

**Front seats.**

Ergonomically crafted, the standard front seats offer a high degree of lateral support as well as excellent long-distance comfort. With a wide range of seat and headrest adjustment options, it's easy to find the ideal position.

The Cayenne and Cayenne S come with 12-way electrically adjustable front seats offering fore/aft, height, backrest, squab angle and lumbar support adjustment.

The Cayenne Turbo is equipped with 12-way comfort seats as standard. Like the specially designed sports seats in the new Cayenne GTS, they have an enhanced memory function for up to three sets of occupant preferences. The driver-side memory stores seat, mirror,

steering wheel and belt-height positions. On the passenger side, up to three seat positions can be saved and retrieved as required.

A sports seat package is available as an extra-cost option on the Cayenne and Cayenne S, and no-cost option on the Cayenne Turbo. Featuring higher side bolsters and a contoured backrest, they offer greater lateral support. All adjustment options are identical to those on the comfort seat

package (standard seats on the Cayenne Turbo).

The new Cayenne GTS has an exclusive 12-way sports seat package featuring higher side bolsters and Alcantara centres for even greater lateral support.

The seat belt buckle is mounted on the seat, which means the belt is always correctly positioned. Other important passive safety features include seat-belt

pre-tensioners, force limiters and height adjusters (electrically adjustable on the Cayenne Turbo and Cayenne GTS).

All front seats are available with an embossed Porsche Crest on the head restraints as an option.



Porsche Crest embossed on head restraint



Sports seat (Cayenne, Cayenne S and Cayenne Turbo)

**Generous space for up to three adult passengers.  
With the option of additional loadspace.**



Cayenne GTS interior in Stone Grey/Steel Grey with exclusive sports seat package

**Rear seats.**

Comfort and safety are essential in a Porsche – at every seat position. All seats have three-point belts and detachable head restraints. On the outer rear seats, the head restraints are

height-adjustable. The new Cayenne GTS has an exclusive rear seat design, featuring individual sports-style seats with higher side bolsters on the outer seats as well as Alcantara centres.

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

Naturally, the rear seats are also designed with practicality in mind. The rear seat backrest

has a 60/40 split-folding facility, enabling variable use of the luggage compartment.

Additional features include a no-cost optional load-through facility with ski bag as an integral part of the rear seat backrest.

**Child seats.**

The Porsche range of ISOFIX-compatible child seats provides safety and comfort for all passengers up to 12 years of age. Available from Porsche Tequipment, they install quickly

and easily on the front passenger's and outer rear seats using the standard ISOFIX mounting points. Note: fitment on front passenger's seat requires temporary deactivation of front airbag.

## Genuine comfort is in the detail.

### Storage compartments.

Achieving the highest standards of comfort requires careful attention to detail. Which is why all Cayenne models offer a wide range of storage options. In addition to the glove compartment, door storage compartments and pockets on the front seat backrests, all models come with a handy drawer beneath the front passenger's seat (not on vehicles with PCM), a sunglasses holder in the roof console and a two-layer compartment beneath the centre console armrest.



Front cupholders

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

### Interior lighting.

For added convenience, all Cayenne models are equipped with door-entry lights and generous illumination of the tailgate area. Dedicated lighting is also provided for the luggage compartment, ashtray and glove compartment. Other interior lighting features include a roof-light



Glove compartment

delay, door handle illumination, front and rear footwell illumination, reading lights for all five seats and illuminated vanity mirrors in the sun visors.

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

### Power points.

All Cayenne models have a total of five 12-Volt power points (four in conjunction with no-cost optional non-smoker package). Two sockets are located at the front of the car (one with non-smoker package), one in the rear seat area and two at the side of the luggage compartment. Each socket can be used at any time to power electrical appliances such as a notebook computer.

## You don't have to drive to have fun in a Porsche.

### Porsche Rear Seat Entertainment.

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

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

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



Porsche Rear Seat Entertainment

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

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

## Perfect conditions. Whatever the weather.



4-zone air conditioning for rear seat area

### Air-conditioning systems.

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



Air-conditioning control panel (cover open) below PCM

cooling. Special features include an active carbon filter, which excludes dust, pollen and external odours. An air-recirculation system is automatically enabled when the external air quality falls below a given threshold.

When the car is stopped, the passenger compartment can be heated for up to 20 minutes using the residual warmth of the engine.

All Cayenne models can also be equipped with optional four-zone air conditioning. This system provides independent air conditioning for the rear cabin area, with separate temperature controls for left and right. The control panel is located on the rear of the centre console. The rear air conditioning can also be adjusted from the front seats.

## Maximum visibility. Maximum protection.



Cayenne GTS with privacy glass

### Heat-insulating glass.

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

### 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 in poor weather conditions. (Note: surface finish may require occasional renewal.)

### Privacy glass.

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

## Enhancing convenience and safety.

### Wiper system and rain sensor.

The front wiper system has two fixed speeds and an automatic rain sensor function. If your road speed slows to less than 4 km/h (2.5 mph) while the wiper system is active, it automatically switches to rain-sensing mode. The system reverts to the original wiper setting when the road speed increases to more than 8 km/h (5 mph).



Rain sensor

Washer fluid is delivered via two heated jets, ensuring uniform coverage of the entire windscreen area.

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

### ParkAssist.

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

The front and rear displays are located on the dashboard and rear rooflining, respectively. A series of LEDs within each display indicate the relative proximity of any obstacle. An intermittent warning tone increases in rapidity as the obstacle is approached.

### Reversing camera.

The optional reversing camera supplies high-resolution, high-contrast colour pictures to the PCM display. The system is particularly useful during parking manoeuvres or when preparing to fit a trailer. In off-road terrain, it can also be used to avoid otherwise unseen hazards.

After use, the camera is automatically retracted to protect the lens.



Reversing camera retracted



Reversing camera extended



Reversing camera display in PCM

Comfort, ergonomics and security.

Anti-theft protection.

The Cayenne models are all equipped as standard with a transponder-based immobiliser system 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 electronic immobiliser is automatically disabled when the authorised key is detected and the engine can be started as normal.

The steering column is automatically locked when the key is removed from the ignition.

Porsche Entry & Drive.

With this optional system, 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. If the code is accepted, the doors are unlocked and you can step inside. To start 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 secures the steering column.

Preparation for vehicle tracking system.

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

Cruise control.

Cruise control is standard on the Cayenne Turbo and optional on the other three models.

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.

Slide/tilt sunroof.

Available as an option on all Cayenne models, this slide/tilt sunroof is made from tinted single-pane safety glass and has a manually adjustable sunscreen. The roof position is easily adjusted using a single illuminated rotary control. An anti-jam facility is also included, as on all the electric windows.



Comfort lighting package.

This optional package includes 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. Other features include courtesy lights on both exterior mirrors, automatic headlight activation and automatically dimming interior and exterior mirrors.

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

### **Panoramic roof system.**



The electrically operated panoramic roof system is available as an option on all Cayenne models. Made from laminated safety glass, it has a total surface area of approximately 1.4 square metres – almost four times larger than the optional slide/tilt sunroof. Even when closed, it provides

a unique ‘open-top’ driving experience. The panoramic view can be enjoyed from all seat positions in every type of weather.

A key advantage of the panoramic roof system is its variability. The roof consists of three movable segments (1.–3.) and one fixed

segment (4.). When the roof is opened, the forward segment (1.) is tilted upwards to act as a wind deflector. With the aid of special flaps, it reduces turbulence and noise, even when travelling at high speed. The two middle segments (2. and 3.) can be opened separately to provide a stream

of fresh air to the front or rear. To do this, one segment slides above or below the other. For the full open-top driving experience, both central segments can be fully retracted to the rear. It is also possible to tilt segment 3 above the rear seats to provide additional ventilation. In all, there are 15 variations to choose from.

An electrically operated sunscreen protects the interior against direct sunlight. The entire roof system is operated using a single illuminated rotary control located on the roof console. When the car is stationary, the roof can also be operated using the ignition key in the door lock. An anti-jam facility is also included.



Panoramic roof system closed



Panoramic roof system opened at rear



Panoramic roof system opened fully

## Only one thing compares to the sound of your Porsche. The sound of your Porsche.

### Porsche audio systems.

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

Each model is equipped with a high-quality audio system as standard. The Cayenne, Cayenne S and the new Cayenne GTS have the CDR-23 CD radio. The Cayenne Turbo has Porsche Communication Management (PCM – see page 130) and the BOSE® Surround Sound System (see page 132).

Working in concert with the engine acoustics, they provide a powerful sound experience.



#### CDR-23 CD radio.

The CDR-23 audio package includes a CD drive, 12 loudspeakers and four 25-Watt output stages. In radio mode, the RDS two-tuner frequency diversity function provides seamless switching to the strongest available signal for your chosen FM station. The result: optimum reception at all times. There are 20 FM and 10 MW presets offering easy access to your favourite programmes. Dynamic AutoStore searches the airwaves throughout your journey to provide the nine strongest signals at any time. With the EON facility, you can opt to hear traffic news updates from other stations.

Other features include speed-dependent volume control and a high-resolution dot-matrix display offering excellent legibility.

#### Telephone preparation.

With this optional preparation you can use a standard GSM mobile as an integrated car phone. Included in the package are a telephone antenna in the roof spoiler, a hands-free microphone, an attachment console for your mobile phone holder and all necessary wiring. An upgrade kit enabling full hands-free telephony via the speaker system is available from your Porsche Centre. The telephone preparation is only available in conjunction with the CDR-23 CD radio.

#### Instrument cluster display.

A range of audio and communications data can also be displayed in the instrument cluster. The audio system, for example, can supply the name of the current radio station or the tracks on the current CD. The display can also be used for visual route guidance instructions from PCM as well as details of incoming calls (only in conjunction with optional PCM telephone module).

#### MOST® bus technology.

Audio and communications data is exchanged throughout the car using a digital bus technology called MOST®. High-speed fibre optics are used to transfer information between the various system components with no loss of quality en route. The MOST® bus system is particularly beneficial when processing audio

signals. The CD autochanger, BOSE® Surround Sound System amplifier (standard on Cayenne Turbo, optional on Cayenne, Cayenne S and Cayenne GTS) and the optional PCM telephone module are all digitally linked through the bus. The result: a powerful, precision sound experience.

#### CDC-4 CD autochanger.

This optional CD autochanger holds up to six CDs and has a six-second anti-shock memory. Fully compatible with both PCM and the CDR-23 CD radio, this compact device installs in the right-hand side panel in the luggage compartment. The unit is operated using the standard CD controls. All Cayenne models are prepared for future fitment of a CD autochanger as standard.



PCM

Navigation, communication, entertainment.

Porsche Communication Management (PCM).

This powerful entertainment and communications system is standard in the Cayenne Turbo and optional in the Cayenne, Cayenne S and Cayenne GTS models. Key features include a high-resolution colour display with 16:9 aspect ratio, a high-performance MP3-compatible CD radio with two-tuner frequency diversity, DVD-based satellite navigation and additional on-board computer functionality.

PCM terminal.

The PCM terminal is elegantly designed for easy, intuitive operation. The high-resolution 6.5-inch TFT display presents all key information with clarity. The left-hand rotary control serves as both on/off switch and volume adjuster. The right-hand control (with 'enter' button) enables easy navigation through the various menus. The optional GSM telephone

module is operated using a 10-digit keypad. An integrated CD drive is located centrally above the PCM display.

Voice control.

The optional voice control enables convenient operation of the navigation, telephone and audio systems (radio, CD player and CD autochanger) using a range of voice commands. The package also includes a 'notepad' function for recording voice memos while driving.

Audio system.

Radio functions include 20 FM and 20 MW presets, Dynamic AutoStore and RDS FM two-tuner frequency diversity. The integrated CD drive is MP3-compatible.

TV tuner.

The optional TV tuner supports analogue terrestrial services and offers a choice of two aspect-ratio settings: 4:3 (standard) and 16:9 (widescreen).

On-board computer.

The PCM computer supplies a wide range of information, including date, time, average fuel consumption, average speed, and time and distance travelled. It can also monitor the remaining range with the fuel on board, as well as the distance to destination and the estimated time of arrival.



Navigation system.

The integrated GPS navigation system includes a dynamic route guidance function. After entering your destination, the calculated route is continuously checked against the latest traffic information (RDS/TMC). In the event of congestion, the system automatically calculates an alternative route. Selecting a destination is extremely simple, with a range of input options to choose from. The system then guides you throughout your journey using

spoken instructions, visual directions and the PCM map display.

Extended navigation module.

This optional addition to the PCM navigation system provides compass and GPS-based navigation in regions not covered by your navigation DVD. It also enables automatic navigation along a previously recorded route (reverse route navigation). When driving off-road, the current vehicle position is permanently displayed on the PCM terminal screen.

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 the infrared port and processed on a PC using software included with the package. The software complies with the statutory requirements for automatic logbooks as specified by the German revenue authorities.

Telephone module.

Available as an option, this GSM telephone module has an 8-Watt transmitter and convenient hands-free facility. Special features include SMS (text) messaging as well as card-free calls to emergency services. An optional handset with keypad and display is also available as an option. The telephone antenna is incorporated within the roof spoiler.

## Panoramic sound at all seat positions.

### BOSE® Surround Sound System.

Porsche drivers appreciate sound. The distinctive acoustics of the engine and exhaust are a major part of the Porsche driving experience. Now you can add an extra dimension with an optional sound package for the Cayenne, Cayenne S and new Cayenne GTS.

The BOSE® Surround Sound System provides the ultimate in

digital in-car audio. Standard equipment on the Cayenne Turbo, it is compatible with both Porsche Communication Management (PCM) and the CDR-23 CD radio. The system is designed to blend CD and radio output with the unique acoustics of the Cayenne models. This is achieved by tailoring all system components to the generous interior and

adjusting sound output using BOSE® Signal Processing (BSP).

Simply push a button and immediately you're immersed in the lifelike audio of BOSE® Automotive Surround Sound. This technology uses independent channels at front and rear to create a 360-degree sound experience.

The digital amplifier produces 250 Watts sine output through eight separate channels. A total of 13 loudspeakers in the dashboard, doors, luggage compartment and D-pillar, together with a 100-Watt active subwoofer in the spare wheel well, provide balanced sound throughout the car. The BOSE® Nd® low-range speakers are neatly integrated within the front doors thanks to their ultra-slim profile and light-weight design.



Special features include AudioPilot® noise compensation technology, which uses a microphone in the cockpit to monitor ambient sound and provide real-time adjustment of all output.

A dynamic loudness function automatically enhances the lower frequencies in low-volume sound.

In doing so, it compensates for the reduced sensitivity of the human ear to the lower end of the frequency spectrum.

The results are lifelike music quality at any volume, with rich layers of bass and natural voice reproduction. The system can even reach concert hall volumes with no perceptible distortion.

Active compression circuitry enables precision adjustment of the dynamic range for a more enjoyable quality of sound.

Combined, these technologies create the perfect accompaniment to the distinctive acoustics of your Porsche.



# Transport

Strength.  
Endurance.  
Versatility.  
Three of the qualities that  
define every Porsche.

In the Cayenne models,  
they form a new permutation.  
  
And bring a new facet to the  
concept of high performance.

## Spacious and easy to use.

### Luggage compartment.

The Cayenne models use power and performance for more than just driving pleasure. In addition to the spacious passenger area, all four cars have a generously proportioned and variable rear luggage compartment. The tailgate comes with a power closing function as standard. An automatic tailgate is available as an option, offering a programmable height setting and push-button opening and closing.

The luggage compartment has a total volume of approximately 540 litres, i.e., more than enough space for up to four large suitcases. Total load capacity is 785 kg in the Cayenne, 855 kg in the Cayenne S, 855 kg in the new Cayenne GTS and up to 725 kg in the Cayenne Turbo. The loadspace floor is completely flat and the tailgate sill is low. When the rear seats are folded flat on the Cayenne GTS, the larger side

bolsters create a 15° slope relative to the loadspace floor.

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.

The air suspension package also includes ride-height adjustment, enabling the car to be lowered by approximately 54 mm\* below the normal ride level for easier loading of heavy items. When moving off, the suspension automatically reverts to the standard ride-height setting (Normal Level).

The rear seat backrest features asymmetric split folding (40%/60%) and can be combined with a load-through facility with ski bag (no-cost option, also compatible with snowboard). When the backrest is fully folded, the loadspace

expands to as much as 1,770 litres\*\* (VDA).

Items can be stored out of view and protected from the sun using a retractable cover with detachable storage cassette.

Two additional storage spaces (one on vehicles with four-zone air conditioning) are discreetly concealed behind the side trim panels in the luggage compartment (volume may vary depending on optional equipment).

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

\* Cayenne GTS: 34 mm lower than standard Normal Level.

\*\* Cayenne GTS: 1.749 litres (VDA).



Luggage compartment with larger section of rear seat backrest folded (40%/60%).

Loading option:

4 x Carfit trolley case (XL)  
2 x Carfit travel bag (M)



Loading option with rear seat backrest raised and loadspace cover retracted:

1 x Porsche Diesel pedal tractor  
1 x Porsche pushchair



Luggage compartment with rear seat backrest fully folded.

Loading option:

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



Loading option with rear seat backrest raised and loadspace cover extended:

3 x PTS trolley case (XL)

## Convenient access and loading.

### Tailgate.

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

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



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

### Loadspace management system.



This optional facility enables you to partition the luggage compartment and secure individual objects during transit. The partitions are created using a special rail system with sliding telescopic bar. Objects can be secured using a fixing belt and four variable lashing eyelets. A reversible mat protects against dirt while securing luggage under braking, etc. The package also includes a loadspace partition which provides additional safety when the car is fully loaded. The partition attaches to one of two easily accessible points on the rooflining.



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



**Roof transport systems.**

Even when the luggage compartment is completely full, the Cayenne has space for more. Using the standard roof rails, the car can be equipped with an

optional roof transport system. It is compatible with all the usual load-carrying attachments available from Porsche Tequipment, e.g., ski/snowboard carriers and roof boxes. Naturally, the system is elegantly designed

to complement the exterior of the car. All load-bearing parts are made from robust aluminium, enabling a maximum roof load of 100 kg. Form and function are also combined in the optional roof rails/drip rails in aluminium (matt

Aluminium Look or black paint finish). These can be combined with a set of transverse roof bars from Porsche Tequipment to offer a maximum roof load of 75 kg.

**Towbar systems.**

One of the most rewarding aspects of Cayenne ownership is its ability to integrate with the other interests in your life. Whatever your passion, all four

models offer a host of benefits that go beyond the pleasure of driving. And when fully laden, you'll appreciate even more the powerful capability of the Cayenne engines.

For the largest of loads, you can choose from two towing options: an electrically retractable towbar system or a manually detachable towbar. With the electric system, the ball neck is retracted at the push of a button and concealed beneath the rear apron. Both options are available for all Cayenne models and offer a maximum braked trailer load of 3,500 kg\* (with a maximum noseweight of 140 kg). All models have a towbar preparation as standard.

This exceptional capability is enough for virtually every type of load. Even another Porsche.

\* Cayenne GTS with steel-sprung suspension: 3,080 kg.



## Personalisation

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

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

With them, you can create a  
Porsche Cayenne that's almost  
as unique as you.

Our colours.

Your combination.

Every colour stimulates emotion – just like the Porsche Cayenne. Now you can enjoy their combined effect with a choice of two

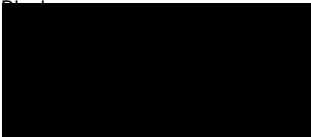
solid and eight metallic exterior paints. You can choose from two special colours exclusive to the new Cayenne GTS.

The standard interior is available in three colour variants: Black, Stone Grey/Steel Grey and Havana/Sand Beige (two-tone combinations). The

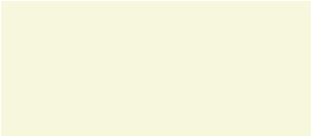
optional leather interior is also available in Sand Beige. You can also opt for natural leather in the special colour combination, Black/Chestnut

Brown. To see how these colour options would look on your car, use the Porsche Car Configurator at [www.porsche.com](http://www.porsche.com).

Solid exterior colours.



Basalt Black Metallic



Crystal Silver Metallic



Marine Blue Metallic



Meteor Grey Metallic



Dark Olive Metallic



Jarama Beige Metallic



GTS Red



Carmon Red Metallic



Olive Green Metallic



Nordic Gold Metallic

Metallic exterior colours.

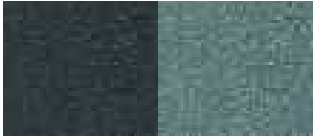
Special exterior colours.\*

Standard interior colours.

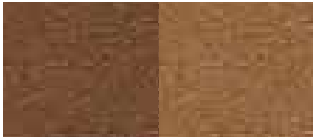
Dashboard/trim/seats.



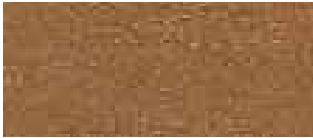
Black



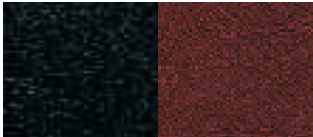
Stone Grey/Steel Grey



Havana/Sand Beige

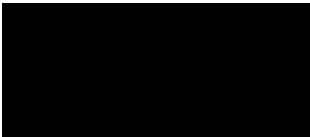


Sand Beige\*\*\*



Black/Chestnut Brown\*\*\*\*

Rooflining.\*\*



Black



Steel Grey



Sand Beige



Sand Beige

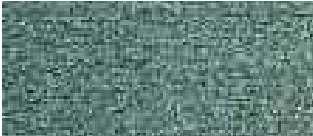


Black

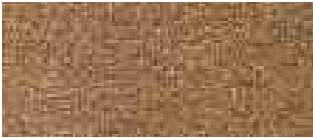
Carpet.



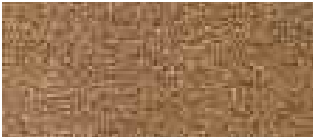
Black



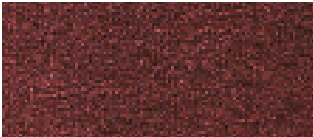
Steel Grey



Sand Beige



Sand Beige



Chestnut Brown

\* Exclusive to the Cayenne GTS.

\*\* Cayenne/Cayenne S: fabric rooflining; Cayenne GTS/Cayenne Turbo: Alcantara.  
\*\*\* Only available as leather interior package. For the Cayenne GTS, includes additional Alcantara trim.  
\*\*\*\* Only available as leather interior package. Not available for the Cayenne GTS.

## Exterior styling enhancements.

### Monochrome black exterior package.

This exterior trim pack is standard on the new Cayenne GTS and optional on the other models. The following elements have a stylish black finish: side window surrounds (including B- and C-pillar trim), door handles (excluding inlays) and door trim. On the Cayenne Turbo, a matching black finish can also be found on the standard roof rail system. On vehicles with darker exterior colours, it provides a subtle styling enhancement. In conjunction with lighter paintwork, the side window elements in particular create an attractive colour contrast.

On vehicles with optional roof rails/drip rails, these elements also have a matching black finish.

### SportDesign package.

This optional package enhances the stylish and dynamic character of the Cayenne model range. Developed in the Porsche wind tunnel, it is aerodynamically refined and appears to lower the ride height of the car.

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

The new Cayenne GTS has the colour-coded lower mouldings as standard. The extended roof spoiler is a no-cost option. Please note that fitment of this option will restrict the off-road capability of your car.

### Stainless steel skid plates (front and rear).

These optional protective elements in stainless steel also add to the powerful and dynamic exterior. Designed as a package, both skid plates (front and rear) are also available separately.



Monochrome black exterior package



Cayenne with SportDesign package and 19-inch Cayenne Design wheels



Cayenne with SportDesign package, 19-inch Cayenne Design wheels, sports tailpipes and stainless steel skid plate (rear)



Running boards

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Metallic paint	○	○	○	●	Code	146
• Special colours	–	–	○	–	Code	146
• SportDesign package*: exterior paint finish on lower front/rear/side mouldings and extended roof spoiler featuring fixed bi-plane wing profiles and integral third brake light; side skirts (lower side mouldings) not included if ordered with Off-road Technology package or running boards	○	○	●	○	2D1, 2	148
• Extended roof spoiler with fixed bi-plane wing elements	–	–	w	–	2D1	32

\* Reduces off-road capability. The extended roof spoiler with fixed bi-plane wing elements is available as a no-cost option for the Cayenne GTS.  
– 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.



Stainless steel skid plate (front)



Stainless steel skid plate (rear)

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Side skirts (lower side mouldings) in exterior colour*	○	○	–	○	2D3	148
• Running boards with integrated skid plates	○	○	–	○	VR1	89
• Wheel arch extensions in black	○	○	–	○	6GF	89
• Stainless steel skid plate (front)	○	○	○	○	2JC	148
• Stainless steel skid plate (rear)	○	○	○	○	2JL	149/151
• Stainless steel skid plates (front and rear)	○	○	○	○	2JX	148
• Bi-Xenon lighting system with static/dynamic cornering lights and headlight cleaning system	○	○	○	●	PC1	92

\* Reduces off-road capability.



Electric slide/tilt sunroof in glass



Towbar system with electrically deployable/retractable towball

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Porsche Entry & Drive	○	○	○	○	4F2	124
• ParkAssist (front and rear)	○	○	○	●	7X2	122
• Privacy glass (B-pillar rearwards)	○	○	○	○	PJ2	121
• Heat-insulating laminated glass on all windows	○	○	○	○	PJ1	121
• Electric slide/tilt sunroof in glass	○	○	○	○	3FE	125
• Panoramic roof system	○	○	○	○	3FU	126
• Towbar system with electrically deployable/retractable towball*	○	○	○	○	1D9	143
• Towbar system with manually detachable towball*	○	○	○	○	1D2	143

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



Roof transport system

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Roof transport system (adjustable transverse roof bars)	○	○	○	○	3S8	142
• Roof rails/drip rails with matt Aluminium Look finish (black finish in conjunction with monochrome black exterior package)	○	○	○*	○	3S1,5	143
• Monochrome black exterior package: black finish on side window surrounds including B and C-pillar trim, door handles (excl. inlays) and door trim; additional black finish on Cayenne Turbo: standard roof rail system	○	○	●	○	QJ4	148
• Deletion of model designation	W	W	W	W	ONA	
• Automatic tailgate	○	○	○	○	4E7	140

\* With black paint finish.



Porsche Dynamic Chassis Control (PDCC)



Tiptronic S gearshift control

Engine, transmission and chassis.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Powerkit Cayenne Turbo *	–	–	–	○	E81	46
• 6-speed Tiptronic S	○	○	○	●	G0R	64
• Air suspension with self-levelling, ride height control and Porsche Active Suspension Management (PASM)	○	○	○	●	1BK	78
• Porsche Dynamic Chassis Control (PDCC)	○	○	○	○	OAW	80
• Servotronic (speed-dependent power-steering system)	○	○	○	○	1N3	74
• Off-road Technology package: electronically variable rear differential lock, rock rails with integrated skid plates, reinforced engine-bay guard, additional protection for fuel tank and rear axle, second towing lug	○	○	–	○	PT2, 3	88
• Sports exhaust system**	–	○	●	–	OP8	60

\* Introduction planned for 01/2008.

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



18-inch Cayenne S II wheel



18-inch Cayenne Turbo II wheel



19-inch Cayenne Design wheel



20-inch Cayenne SportDesign wheel



20-inch Cayenne SportTechno wheel



21-inch Cayenne Sport wheel

Wheels.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• 18-inch Cayenne S II wheel	○	●	–	–	C2R	75
• 18-inch Cayenne Turbo II wheel	○	○	–	●	CD3	75
• 19-inch Cayenne Design wheel	○	○	–	○	CJ3	75
• 20-inch Cayenne SportDesign wheel	○	○	–	○	CS5	75
• 20-inch Cayenne SportTechno wheel*	○	○	–	○	CY3	75
• 21-inch Cayenne Sport wheel with wheel arch extensions*	○	○	●	○	CY2	75
• 21-inch Cayenne SportPlus wheel with wheel arch extensions*	○	○	○	○	C9N	75

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

– 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.



Cayenne Turbo with 21-inch Cayenne SportPlus wheels and wheel arch extensions

Wheels.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• All-season tyre for 17-inch alloy wheel	w	–	–	–	HV7	75
• All-season tyre for 18-inch alloy wheel	w	w	–	w	H9M	75
• All-season tyre for 19-inch alloy wheel	w	w	–	w	HP2	75
• Full-size spare wheel with external holder, 17 (Cayenne only)/18/19/20-inch diameter*	o	o	–	o	1G3	75
• 18-inch collapsible spare wheel	o	o	o	o	1G1	75
• Tyre Pressure Monitoring (TPM)	o	o	o	o	7K3	75
• Wheel centres with full-colour Porsche Crest	o	o	•	o	1NP	

\* Not compatible with 20-inch Cayenne SportTechno wheel, 21-inch Cayenne Sport wheel or 21-inch Cayenne SportPlus wheel.

– not available    o 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.



3-spoke multifunction steering wheel

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Comfort lighting package: dimmable interior comfort lighting, courtesy lights on mirrors, automatic headlight activation, automatically dimming interior and exterior mirrors, programmable-delay courtesy lighting with dipped headlights ('Welcome Home' function)	o	o	o	o	PO1, 2	125
• HomeLink® (garage-door opener)	o	o	o	o	VC1	157
• Cruise control	o	o	o	•	8T1	125
• 3-spoke multifunction steering wheel in leather* (see price list for variations)	o	o	o	o	PI1, 2	112

\* On Cayenne GTS, also includes padded leather rim.



HomeLink®



Floor mats



Comfort seat with centre in soft ruffled leather

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Comfort seats (front) with 12-way adjustment	○	○	–	●	PE1	37
• Sports seats (front) with 12-way adjustment	○	○	–	w	PE2, 3	114
• Driver memory package (driver's seat and exterior mirrors incl. courtesy lighting preferences)	○	○	–	–	PG1	
• Seat heating (front) including steering wheel heating	○	○	○	–	PK1, 3	
• Seat heating (front and rear) including steering wheel heating	○	○	○	●	PK2, 4	
• Sunscreen on rear side windows (manual)	○	○	○	○	3Y4	

– 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.



Outer door-sill guards in stainless steel

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Outer door-sill guards in stainless steel	○	●	–	●	7M1	28
• Outer door-sill guards in stainless steel with Cayenne GTS logo	–	–	●	–		28
• Preparation for vehicle tracking system (incl. tilt sensor)	○	○	○	○	7G1	124
• Non-smoker package	w	w	w	w	9JA	118
• Fire extinguisher*	○	○	○	○	6A5, 7	
• Floor mats	○	○	○	○	OTD	158

\* On vehicles with PCM, fire extinguisher is mounted beneath driver's seat.



Leather interior package in smooth-finish leather, black

Interior: leather.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Leather interior package in smooth-finish leather*, standard colours	○	○	●	●	Code	160
• Leather interior package in natural leather	○	○	—	○	VR	
• Soft ruffled leather on seats centres (front and rear seats only; not available on sports seats)	○	○	—	○	N5Y, N7D, 158 N7F	

\* On Cayenne GTS, package also includes Alcantara trim on some surfaces.  
— 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.



Dark walnut package

Interior: wood.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Dark walnut package with high-gloss finish**	○	○	—	○	5MG, PH4	161
• Light olive package with high-gloss finish**/**	○	○	—	○	5TF, PH5	
• 3-spoke multifunction steering wheel with dark walnut trim, high-gloss finish	○	○	—	○	PH1	
• 3-spoke multifunction steering wheel with light olive trim, high-gloss finish***	○	○	—	○	PH2	

Interior: aluminium.

• Sport aluminium package	○	○	●	●	5TE	
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\*\* On vehicles with Tiptronic S, includes wood trim on gear selector.  
\*\*\* Ash with olive-look grain.



Loading option with ski bag

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Automatic air conditioning with separate temperature adjustment for driver and front passenger	○	●	●	●	9AD	120
• 4-zone air-conditioning system	○	○	○	○	9AH	120
• Auxiliary heating system	○	○	○	○	7VL	
• Ski bag	w	w	w	w	3X1	136
• Loadspace management system	○	○	○	○	3GN	141

— 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.



Porsche Communication Management (PCM)



Telephone module for PCM with corded keypad handset

Audio and communication.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Porsche Communication Management (PCM) with navigation module	○	○	○	●	PF1	130
• Porsche Communication Management (PCM) with extended navigation module	○	○	○	○	PF2	130
• Electronic logbook	○	○	○	○	9NY	131
• Voice control for PCM	○	○	○	○	QH1	130
• TV tuner* for PCM (analogue terrestrial)	○	○	○	○	QV1	130
• Reversing camera	○	○	○	—	7X9	123
• Reversing camera with ParkAssist	○	○	○	○	7X8	123
• Compass display in instrument cluster	○	○	○	○	QR1	

\* Analogue terrestrial television signal may be unavailable in some locations.



CD autochanger (6-disc)

Audio and communication.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Telephone module for PCM without handset	○	○	○	○	9W1	131
• Telephone module for PCM with corded keypad handset	○	○	○	○	9ZP	131/163
• Preparation for mobile phone	○	○	○	—	9ZF	128
• BOSE® Surround Sound System (digital) with 14 loudspeakers incl. subwoofer	○	○	○	●	9VL	132
• CD autochanger (6-disc)	○	○	○	○	7A2	129
• Porsche Rear Seat Entertainment	○	○	○	○	AEC	119
• Factory collection Cayenne	○	○	○	○	S9Y	166

— 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.



Porsche Exclusive

State of the art.  
And just as you want it.

Over and above the personalisation options listed in this catalogue, you also have the option of making your Porsche even more special with the Porsche Exclusive range. From the factory. As personal and

exclusive as you like, both visually and technically, inside and outside, in the best materials and with customary Porsche quality. The many design options offered by Porsche Exclusive are given in the separate Exclusive Cayenne catalogue. Your Porsche Centre will be pleased to give you further information on Porsche Exclusive.

Alternatively, you can call the Customer Centre in Zuffenhausen on +49 (0)711 911-25332. Please note that some Porsche Exclusive items may not be available for immediate delivery.

## Experience the origins of your Cayenne. At Porsche Leipzig.

### Factory collection.

The first Cayenne model to be collected in person was completed in December 2002. Since then, more than 160,000 examples have left our purpose-built factory in Germany.

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

The Customer Centre is a spectacular piece of architecture and a major landmark for the Leipzig region. Here, you can take delivery of your new Cayenne after a fascinating insight into the world of Porsche with our factory collection package. Your visit begins at the Customer Centre with a general introduction to Porsche ownership and the many

facets of the Porsche marque. A short film presentation is followed by a visit to our collection of historic Porsche vehicles, a tour of the Cayenne factory and a three-course meal in our customer restaurant. The next stop on your itinerary is the track control centre where you can familiarise yourself with the test track.

By now you'll be ready for the most exciting part of your visit: a hands-on introduction to the Porsche Cayenne – both on and off road.

A Porsche instructor will accompany you throughout in a factory demonstration vehicle. Once you're familiar with the capability of the car, it's time for the ultimate highlight of your visit: the moment you take delivery of your new Cayenne.

The factory collection package offers a full five hours of pure Porsche enjoyment. It also provides the perfect setting for those first few moments with your Porsche.

Please note that a number of formalities must be completed when collecting your car. Some local restrictions may apply for certain countries. For full details, as well as assistance when organising your trip, please consult your Porsche Centre.

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



## 3,707.109 metres. On the optimum racing line.

### Test track.

As you approach the final corner, brake and turn in, riding the kerbs on the apex. Apply the throttle onto the start/finish straight and power towards the line. While nothing describes the feeling of a fastest lap, there are some 30 cameras positioned around the track, recording your every move. The pictures are beamed live to a bank of

32 monitors and two large-screen displays in the nearby track control centre.

Assuming you found the racing line, the lap you've just completed was precisely 3,707.109 metres in length. Considering the track measures 12 metres across, there's plenty of road to use. The track is FIA-certified for

competition use, which means safety is assured. The track layout is an inspired combination of some of the most legendary racing corners in the world. A homage to the scenes of our most famous victories, it is the ideal environment in which to test the racing character of your Porsche.

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

### Off-road circuit.

Going from one extreme to the other, we take the Porsche Cayenne onto our extensive off-road circuit. A former military training ground, some of the bunkers are still standing – indeed some of them will be standing in your way. Of the 100 hectares that make up the site, only a 6-km (3.7-mile) strip is used for the off-road course. The rest is given over to nature.

As you will discover, however, that 6-km strip contains a great many challenges for you and the Cayenne. Among the 18 off-road trials are a log course, ramp crossing and bunker crossing, as well as a 60% steep ascent and 35° traversing section. Other obstacles include a wading trough, corduroy road, pothole section, sand track, gravel track

and a hilly section with pontoon bridge. Here, you will learn all about the power of the Cayenne and how to control it with precision.





**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.



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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.



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



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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](http://www.porsche.com).

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



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Since the first Porsche Club was founded in 1952, their number has grown to 570 with a total of 120,000 members worldwide. To find out more, call +49 (0)711 911-78307 or go to [www.porsche.com](http://www.porsche.com).

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## Summary

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

For some, it signifies the  
end of the road.  
For us, it's a new beginning.

A new opportunity for  
the ever-evolving  
Porsche Cayenne models.

Technical data

	Cayenne	Cayenne S
Engine		
Cylinders	6	8
Displacement	3,598 cm³	4,806 cm³
Max. power (DIN)	213 kW (290 bhp)	283 kW (385 bhp)
at	6,200 rpm	6,200 rpm
Max. torque	385 Nm	500 Nm
at	3,000 rpm	3,500 rpm
Compression ratio	12.3:1	12.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
6-speed manual gearbox	Standard	Standard
6-speed Tiptronic S	Optional	Optional
Low-range ratio	2.7:1	2.7:1

	Cayenne GTS	Cayenne Turbo
Engine		
Cylinders	8	8
Displacement	4,806 cm³	4,806 cm³
Max. power (DIN)	298 kW (405 bhp)	368 kW (500 bhp)
at	6,500 rpm	6,000 rpm
Max. torque	500 Nm	700 Nm
at	3,500 rpm	2,250–4,500 rpm
Compression ratio	12.5:1	10.5:1
Transmission		
Layout	All-wheel drive	All-wheel drive
6-speed manual gearbox	Standard	–
6-speed Tiptronic S	Optional	Standard
Low-range ratio	2.7:1	2.7:1

	Cayenne	Cayenne S
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)
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS
Wheels	7.5J x 17	8J x 18
Tyres	235/65 R 17	255/55 R 18
Unladen weight	Manual/Tiptronic S	Manual/Tiptronic S
DIN	2,160 kg/2,170 kg	2,225 kg/2,245 kg
EC*	2,235 kg/2,245 kg	2,300 kg/2,320 kg
Permissible gross weight	2,945 kg/2,945 kg	3,080 kg/3,080 kg
Maximum payload	785 kg/775 kg	855 kg/835 kg

	Cayenne GTS	Cayenne Turbo
	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
	Multi-link suspension, fully independent	Multi-link suspension, fully independent
	Power-assisted (hydraulic)	Power-assisted (hydraulic)
	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS
	10J x 21	8J x 18
	295/35 R 21	255/55 R 18
	Manual/Tiptronic S	Tiptronic S
	2,225 kg/2,245 kg	2,355 kg
	2,300 kg/2,320 kg	2,430 kg
	3,080 kg/3,080 kg	3,080 kg
	855 kg/835 kg	725 kg

\* Weight is calculated in accordance with the relevant EC Directives and is valid for standard specification vehicles only. Some optional equipment may increase this weight. The figure given includes 68 kg for the driver and 7 kg for luggage.

	Cayenne	Cayenne S
Performance	Manual/Tiptronic S	Manual/Tiptronic S
Top speed	227 km/h (141 mph)/ 227 km/h (141 mph)	252 km/h (157 mph)/ 250 km/h (155 mph)
0–100 km/h (0–62 mph)	8.1 secs/8.5 secs	6.6 secs/6.8 secs
Flexibility (80–120 km (50–75 mph) in fifth gear	9.9 secs/10.2 secs	8.6 secs/8.8 secs
Fuel consumption/emissions*	Manual/Tiptronic S	Manual/Tiptronic S
In accordance with 80/1268/EC as valid at the time of going to print**		
Urban in l/100 km (mpg)	18.5 (15.3)/ 18.3 (15.4)	22.1 (12.8)/ 20.2 (14.0)
Extra urban in l/100 km (mpg)	9.8 (28.8)/ 9.9 (28.5)	10.8 (26.2)/ 10.1 (28.0)
Combined in l/100 km (mpg)	12.9 (21.9)/ 12.9 (21.9)	14.9 (19.0)/ 13.7 (20.6)
CO <sub>2</sub> emissions in g/km	310/310	358/329
Dimensions		
Length	4,798 mm	4,798 mm
Width (incl. mirrors)	1,928 mm (2,200 mm)	1,928 mm (2,200 mm)
Height	1,699 mm	1,699 mm
Wheelbase	2,855 mm	2,855 mm
Luggage compartment volume (VDA), with rear seats folded (VDA)	540 litres  1,770 litres	540 litres  1,770 litres
Tank capacity/reserve	100 litres/12 litres	100 litres/12 litres

\* All Porsche models are compatible with an ethanol fuel content of up to 10%.  
\*\* Provisional data only for Cayenne GTS. Final data unavailable at the time of going to print.

Cayenne GTS	Cayenne Turbo
Manual/Tiptronic S	Tiptronic S
253 km/h (157 mph)/ 251 km/h (156 mph)	275 km/h (171 mph)
6.1 secs/6.5 secs	5.1 secs
6.6 secs/7.8 secs	5.5 secs
Manual/Tiptronic S	Tiptronic S
22.6/20.6	22.5 (12.6)
10.9/10.2	10.5 (26.9)
15.1/13.9	14.9 (19.0)
361/332	358
4,795 mm	4,795 mm
1,957 mm (2,200 mm)	1,928 mm (2,200 mm)
1,675 mm	1,696 mm
2,855 mm	2,855 mm
540 litres	540 litres
1,749 litres	1,770 litres
100 litres/12 litres	100 litres/12 litres

	Cayenne	Cayenne S
Off-road capability		
Wading depth	500 mm (steel-sprung suspension)	500 mm (steel-sprung suspension)
Approach angle*	28.6° (steel-sprung suspension)	28.6° (steel-sprung suspension)
Departure angle*	22.8° (steel-sprung suspension)	22.8° (steel-sprung suspension)
Ramp breakover angle*	20.4° (steel-sprung suspension)	20.4° (steel-sprung suspension)
Lockable differentials (standard)	Centre, electronically variable	Centre, electronically variable
Max. ground clearance*		
High Level II		
High Level I		
Normal Level	218 mm	218 mm
Low Level I		
Low Level II		
Loading Level		

	Cayenne GTS	Cayenne Turbo
	476 mm (steel-sprung suspension)	555 mm (air suspension at High Level II)
	25.6° (steel-sprung suspension)	28.5° Normal Level (air suspension) 31.8° High Level II
	21.1° (steel-sprung suspension)	22.3° Normal Level (air suspension) 25.4° High Level II
	18.2° (steel-sprung suspension)	20.0° Normal Level (air suspension) 24.7° High Level II
	Centre, electronically variable	Centre, electronically variable
	194 mm	271 mm 241 mm 215 mm 191 mm 181 mm 161 mm

\* At DIN unladen weight, ground clearance at axle centre, Cayenne Turbo with air suspension.  
Some of the vehicles featured in this catalogue are fitted with optional equipment available at extra cost. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of going to print.  
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Index

<b>A</b>		Comfort	110	<b>H</b>	
Acoustics	106	Comfort lighting package	125	Headlights	92
Air conditioning	120	Cooling system	49	Heat-insulating glass	121
Air intake manifold	54	Cruise control	125, 157	HomeLink®	
Air suspension	78, 181			(garage-door opener)	157
Airbags	100	<b>D</b>		<b>I</b>	
Alloy engine	48	Direct fuel injection	50	Ignition system	59
All-wheel drive	66	Drive	38	Instrument cluster display	129
Anti-theft protection	124	DVD navigation	130	Interior	112, 157
Audio systems	128, 130, 163			Interior lighting	118
Automatic tailgate	140	<b>E</b>		<b>L</b>	
Axle concept	72	Electronic engine		Lighting	93
		management	56	Loading options	138
<b>B</b>		Electronic logbook	131	Lubrication	49
Bodyshell	98	Emissions	104	Luggage compartment	136
BOSE® Surround Sound		Engine braking support	86		
System	132	Environment	102	<b>M</b>	
Brakes	94	Exhaust system	60	Manual gearbox	62
		Extended navigation module	131	Materials	108
<b>C</b>		<b>F</b>		Model range	20
CD autochanger	129, 164	Factory collection	166	Monochrome black	
CD radio	128, 129			exterior package	148, 153
Centre differential	66	<b>G</b>		MOST® bus system	129
Chassis	68	GPS navigation system	131	Multifunction	
Child seats	117	GSM telephone	131	steering wheel	112, 157
Colours	146				

O		Porsche Traction		T				
Off-road capability	82	Management (PTM)	66	Technical data	174			
Off-road Technology package	88	Powerkit Cayenne Turbo	46	Telephone preparation	128			
On-board computer	130	Privacy glass	121	Tiptronic S	64			
P		R		Towbar systems	143, 152			
				Transfer gearbox	66			
				Transmission	62, 64, 174			
				Transport	134			
				Turbocharging	55			
				TV tuner	130			
				Tyre Pressure				
				Monitoring (TPM)	75			
				Porsche Active Suspension	Safety	90	V	
				Management (PASM)	76	Seats		
Porsche Communication		Service	170					
Management (PCM)	130	Servicing	61, 108					
Porsche Drive-off		Servotronic	74					
Assistant	62, 86	Slide/tilt sunroof	125					
Porsche Dynamic Chassis		Sport button	51					
Control (PDCC)	80	SportDesign package	148, 149					
Porsche Entry & Drive	124	Steering	74	W				
Porsche Hill Control (PHC)	86	Storage compartments	118					
Porsche Hill Holder	65, 86					side windows	121	
Porsche Stability						Wheels	75, 155, 156	
Management (PSM)	96					Wiper system	122	

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