



PORSCHE



Cayenne



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The Cayenne models



At Porsche, we believe in playing to our strength: the pursuit of excellence in every respect.

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.

Enhancing your enjoyment is the new Porsche Communication Management (PCM) featuring navigation, touchscreen display and MP3 compatibility. Sports seats with added lateral support are available for all four Cayenne models (standard in Cayenne GTS). The Porsche Ceramic Composite Brake (PCCB) is optional equipment on the Cayenne S, Cayenne GTS and Cayenne Turbo.

The Cayenne range comprises four unique models, each with a powerful presence. Agile and dynamic, they generate excitement in their own individual way.

One thing they have in common is the standards they set: in performance, safety and economy.

The character of each car is apparent at first glance: accomplished, athletic, brimming with energy and potential. The front and rear sections are elegantly designed with excellent aerodynamic properties. The flared wheel arches accommodate a range of wheel

options up to 21 inches in diameter. Among the most distinctive features on all four models is the elongated headlight geometry. In addition, each car has LED taillights as standard (see page 93).

The stylish form is brought thrillingly to life with remarkable engine performance. The high-capacity engines offer increased power and torque with relatively

modest fuel consumption. This is achieved using a range of 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 98) included as standard equipment. The race-proven Porsche Ceramic Composite Brake (PCCB – see page 96) is also available as optional equipment.

The Cayenne models. Ready for every eventuality.



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

With the Cayenne model range, we've applied this power to an ambitious range of applications.

The result is four highly versatile cars – every one of them a Porsche.

The art: creating motion while standing still.

Design.



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

The front-end design on the naturally aspirated models features H7 projector-beam headlights. The Cayenne Turbo has Bi-Xenon headlights with static and dynamic cornering lights (also optional on the other three models). All four

models have a flattened headlight geometry which gives a broader look to the car.

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

elongated light units containing the turn-signal indicators and sidelights. These are positioned vertically on the Cayenne and Cayenne S, and horizontally on the Cayenne GTS and Cayenne Turbo. Another distinguishing feature on the Cayenne Turbo is the 'power-domed' engine lid.



The rear section also alludes to the powerful capability of each car. Integrated within the rear apron are a pair of single-tube tailpipes on the Cayenne and Cayenne S, and dual-tube tailpipes on the Cayenne GTS and Cayenne Turbo. The tailpipes on the Cayenne GTS have a chrome-plated finish. All four models have a diffuser-style design on the lower rear apron

plus LED taillights and brake lights. An extended bi-plane roof spoiler is available as a no-cost option on the Cayenne GTS.

The interior space is designed around the driver in a range of quality materials. Full leather upholstery is standard equipment on the Cayenne GTS and Cayenne Turbo. Also included as standard

on the Cayenne GTS is a new sports seat design featuring greater lateral support and a comfort memory package (sports seats optional on all other models).

In short: a powerful first impression, inside and out, that is also enduringly Porsche.

The science: always breaking new ground.

Engineering.

The Cayenne models have 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 Cayenne GTS have 4.8-litre V8s, while the Cayenne Turbo tops the range with a 4.8-litre twin-turbo V8.

Direct fuel injection (DFI) increases engine output while improving fuel efficiency. 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: high performance, low fuel consumption and low exhaust emissions. Seemingly paradoxical, yet typically Porsche.

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

In the Cayenne GTS, the V8 engine develops 298 kW (405 hp) at 6,500 rpm plus 500 Nm of torque

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

The Cayenne, Cayenne S and Cayenne GTS are all equipped as standard with a high-performance, high-precision six-speed manual gearbox. Alternatively, there's the option of six-speed Tiptronic S, which is standard in the Cayenne Turbo. Maximum speeds with Tiptronic S are 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 greater active safety.

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



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 Cayenne GTS is equipped as standard with an exclusive steel-sprung sports suspension that also includes PASM.

The air suspension system and PASM can also be combined with Porsche Dynamic Chassis Control (PDCC) on all models. This optional system actively reduces body-roll when cornering, thereby enhancing turn-in response. The results: greater agility, greater comfort and 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 19-inch Cayenne Design alloys on the Cayenne Turbo. Among the special sports features on the Cayenne GTS are the standard 21-inch Cayenne Sport wheels.

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

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

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

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

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





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 Cayenne GTS.
The Cayenne Turbo.

Four unique expressions of a powerful idea.

Exceptional performance. What else would you 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 (DFI), variable valve timing on inlet and exhaust and a variable resonance intake manifold. The results: generous performance and excellent fuel economy.

The 3.6-litre engine develops 213 kW (290 hp) at 6,200 rpm. 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).

Press the standard 'Sport' button and the engine management is adjusted to maximise throttle response.

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

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

With its precision steering and sports chassis setup, the Cayenne is agile and responsive. Using Porsche Traction Management (PTM) and Porsche Stability Management (PSM), power is transmitted through the permanent all-wheel drive with efficiency, precision and safety. In difficult terrain, the electronically variable centre differential combines with the anti-slip regulation (ASR) and automatic brake differential (ABD) to maintain optimum traction

at all times. This ability is enhanced in 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 with 38% of drive being transmitted to the front wheels and 62% to the rear.

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

Whatever the terrain, the passenger compartment provides a comfortable environment for up to five adult occupants. The partial-leather seats have 12-way electric adjustment for the driver and front passenger.

Other standard features include air conditioning and the CDR-30 CD radio with two-tuner frequency diversity and 12 loudspeakers.

The optional automatic air conditioning has 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 (see page 144). Other load-carrying solutions include a roof transport system and a choice of towbars (manually detachable or electrically retractable). Both can be used with braked trailer loads up to 3,500 kg.

The passive safety concept offers excellent protection for all occupants. The concept is based on a sophisticated body structure featuring multi-phase steels, energy-absorbing areas and side-impact protection.



This is augmented by a comprehensive airbag system featuring full-size front airbags for driver and front passenger, integrated

roof-mounted curtain airbags covering both rows of seats, and thorax airbags in the front seat backrests.

The Cayenne. Performance, practicality, Porsche.

* Sports seats: 1,749 litres (VDA).

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

The Cayenne S.

The Porsche 'S' has long been a mark of heightened sports performance. On the Cayenne S – as on many cars before – it means power, athleticism, more efficient dynamics – even greater driving pleasure.

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

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

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

The handling characteristics and driving properties are exemplary for a car of such versatility. Equally impressive are the standard safety systems, including larger brakes with distinctive silver-finish calipers. Porsche Stability Management (PSM) is standard on all Cayenne models and provides a further reduction in braking distances (see page 98). The Porsche Ceramic Composite Brake (PCCB) is available as optional equipment on the Cayenne S, Cayenne GTS and Cayenne Turbo.

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





The heightened performance of the Cayenne S is reflected throughout the interior.

Special features include door-sill guards in stainless steel plus partial-leather seats with a genuine leather finish on the centres, inner side bolsters and head restraint centres. Both front seats have 12-way electric adjustment.

The optional sports seats provide additional lateral support and have a comfort memory package.

The familiar arrangement of five round instruments includes a large 3-inch display in the centre dial. This is used for a wide range of information, including Tiptronic S gear display, 'Sport' mode confirmation or readings from the optional Tyre Pressure Monitoring (TPM).

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

In addition, the Cayenne S offers greater comfort, including a grained leather finish on the centre armrest. The automatic air conditioning has separate controls for the driver and front passenger as standard.

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



Centre console (Cayenne S)



Instruments (Cayenne S)

**Breaking new ground.
On the road.**

The Cayenne GTS.



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

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

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

Another special feature on the Cayenne GTS is the combination of steel-sprung sports suspension and Porsche Active Suspension Management (PASM) as standard (air suspension available as an option). The ride height has been lowered by 24 mm (20 mm on optional air suspension) to improve handling and high-speed stability. The car's cornering potential is immediately apparent from the standard 21-inch Cayenne Sport wheels.

Engine power is more than matched by the red-caliper brakes with internally vented discs measuring 350 mm in diameter at the front. The Porsche Ceramic Composite Brake (PCCB) is available as optional equipment.

The performance capability of the Cayenne GTS is expressed throughout 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 powerful looks. An elongated roof spoiler with fixed bi-plane profile is available as a no-cost option. The side window surrounds, door handles and door-sill trim strips have a stylish black finish. Another feature

unique to the GTS model is the pair of dual-tube chrome tailpipes on 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 incorporates a range of surfaces on the dashboard, centre console and door panels. The electrically adjustable sports seats combine luxury driving with high lateral support and include a comfort memory package. The front and rear seat centres are finished in



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



The sports seat package with comfort memory includes a three-seater rear bench featuring two-seater styling

non-slip Alcantara, as are the rooflining, manual gear-lever boot and parts of the door panel trim. The rear seats have a two-seater look but are in fact designed for up to three adult occupants.

The 'Sport' aluminium package uses aluminium trim on the dashboard and doors to enhance the car's sporting style.

GTS. A thrilling blend of two legendary designations: the uncompromising character of

the Porsche GT plus the sporting capability of the Porsche S. The Cayenne GTS continues these traditions with power, practicality and driving pleasure.

**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 without ever compromising on either.

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

This enormous potential is transmitted to the road through the standard six-speed Tiptronic S. Running on 19-inch Cayenne Design wheels, the benchmark sprint to 100 km/h (62 mph) is completed in just 5.1 seconds. At 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).

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, it 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. At the same time, Porsche Active Suspension Management (PASM) is also switching to 'Sport' mode. The air suspension is automatically lowered to the more streamlined Low Level I.





Another impressive feature is the new braking system. The larger-diameter discs provide extremely high standards of active safety in all driving scenarios. As a result, the Cayenne Turbo achieves benchmark performance in deceleration

and stability under load. The new calipers are larger in size with a distinctive red paint finish. The Porsche Ceramic Composite Brake (PCCB) is available as an option.

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

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

The interior is a blend of sporting style and exclusivity: comfort seats with a comfort memory package and leather upholstery as standard. Sports seats are offered as a no-cost option, also with a comfort memory package.

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

The cluster of five round instruments in the Cayenne Turbo has

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

The Cayenne Turbo. Uncompromising in performance, a technological benchmark, yet

practical in everyday use. Virtually unlimited 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.

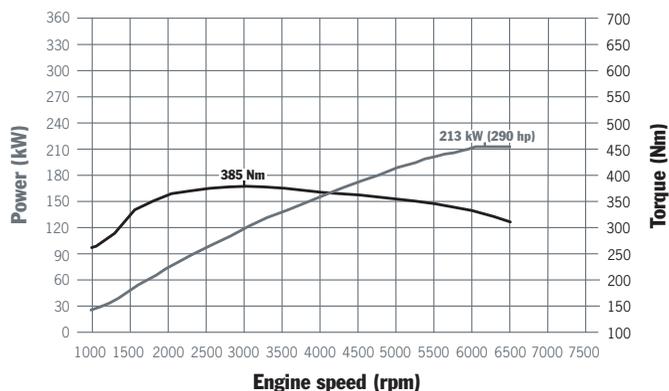
On all four Cayenne engines, we have used direct fuel injection (DFI) to achieve a significant increase in specific power and torque as well as better fuel economy and lower emissions. All four units are relatively compact in spite of their large displacement. The engine cooling system is extremely effective,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



Cayenne engine

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

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

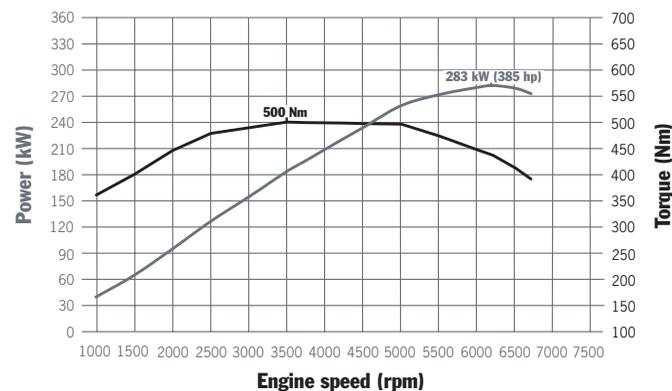


Cayenne: 385 Nm at 3,000 rpm, 213 kW (290 hp) at 6,200 rpm



Cayenne S engine

The Cayenne S has a naturally aspirated 4.8-litre V8 with direct fuel injection and VarioCam Plus. Maximum outputs are 283 kW (385 hp) at 6,200 rpm and 500 Nm of torque at 3,500 rpm. Top speed is 252 km/h (157 mph) with a manual gearbox and 250 km/h (155 mph) with Tiptronic S. The standard sprint to 100 km/h (62 mph) requires 6.6 seconds (manual) or 6.8 seconds (Tiptronic S).

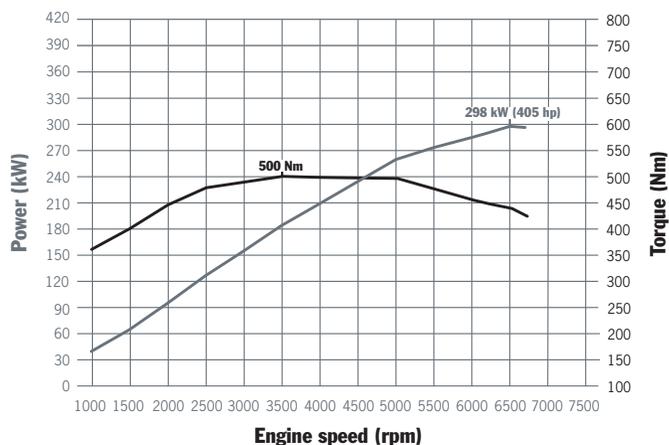


Cayenne S: 500 Nm at 3,500 rpm, 283 kW (385 hp) at 6,200 rpm

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



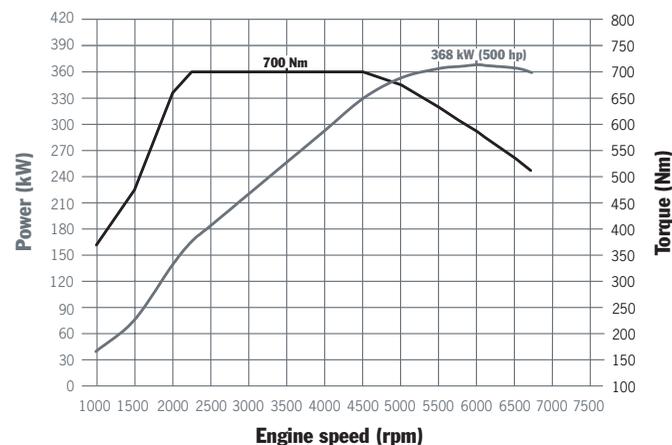
Cayenne GTS engine



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



Cayenne Turbo engine



Cayenne Turbo: 700 Nm between 2,250 and 4,500 rpm, 368 kW (500 hp) 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 hp) at 6,000 rpm with 700 Nm of torque between 2,250 and 4,500 rpm. Top speed in appropriate track conditions is 275 km/h (171 mph). From a standing start, it reaches 100 km/h (62 mph) in a breathtaking 5.1 seconds.

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

Powerkit Cayenne Turbo.

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

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

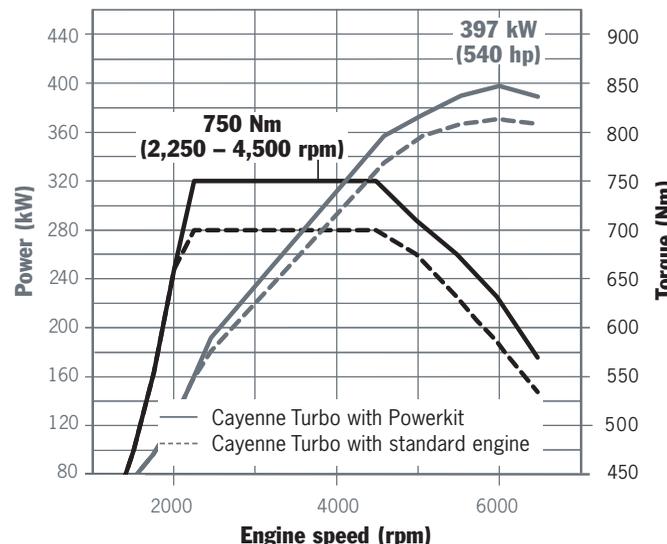


Cayenne Turbo engine with Powerkit

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

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

Even the engine compartment immediately conveys the promise of pure performance. Special features include a throttle body cover in carbon fibre and a plaque in brushed aluminium. These are



Powerkit Cayenne Turbo*

Fuel consumption**

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

CO₂ emissions

Combined	358 g/km
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combined with a titanium-coloured intake manifold with carbon inlays and silver-coloured 'turbo' logo.

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

* Only available in conjunction with 19-inch Porsche wheels or larger (with requisite approval).
 ** Emissions were recorded in accordance with Directive 80/1268/EC on standard vehicles as valid at the time of publication. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre.

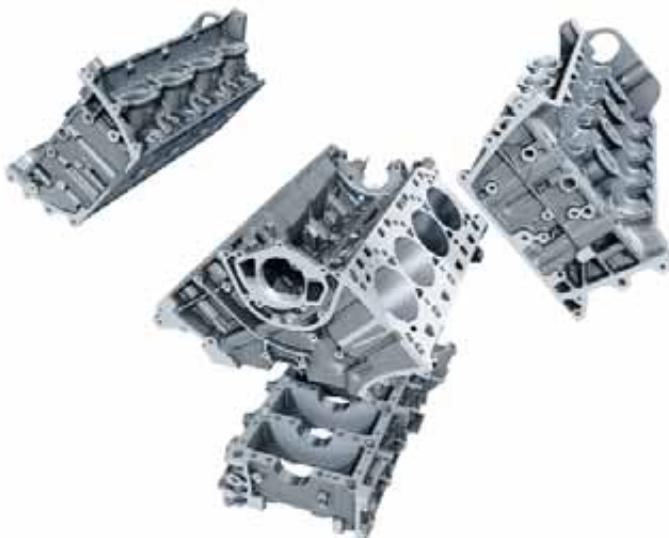
Power is the product of efficiency.

Lightweight alloy engine construction.

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

The V8 Cayenne engines have a 'closed-deck' aluminium crankcase and lightweight aluminium bedplate. The cylinder block and its associated coolant channels are therefore a fully enclosed system. This not only reduces the weight of the engine, it also improves its dimensional stability. Since the engine is stronger, it also has a longer service life.

Other major lightweight components include cast aluminium pistons and aluminium cylinder heads. On the Cayenne Turbo, the



Lightweight construction used on the V8 engines

pistons are forged to compensate for the higher loads.

The Cayenne V6 has a cast-iron crankcase and one-piece cylinder

heads in die-cast aluminium. This combination produces high power output while reducing the weight of the engine.

Consistent performance and a longer service life.

Engine cooling system.

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

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

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

Each engine remains within its optimum temperature range at all times. 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.

The oil reservoir is located inside the engine. As well as saving space and reducing weight, the oil is always there where it's needed.

Oil is circulated around the V8 engines using a demand-driven pump and two-stage scavenging system, providing optimum delivery in even the toughest scenarios.

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

Controlling fuel delivery for optimum combustion.

Direct fuel injection (DFI).

All four Cayenne engines feature direct fuel injection.

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

The injector position and spray geometry have been carefully

designed to improve power, torque and emissions. The swirling of the injected fuel creates a homogenous air/fuel mix, thereby enhancing combustion.

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

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

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



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

'Sport' button.

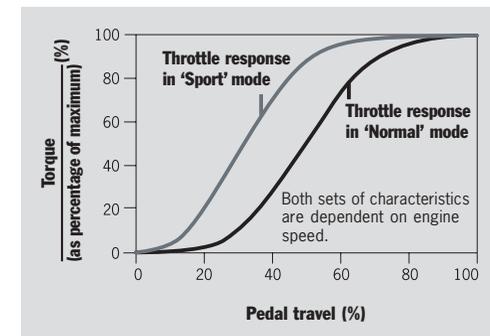


'Sport' button on centre console

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

When 'Sport' mode is enabled using a button on the centre console, the engine management system selects a more 'aggressive'

map for the electronic throttle. The pedal response is quicker and the engine more dynamic and direct. On vehicles with Tiptronic S, upshifts are performed later, downshifts earlier. The chassis control systems PASM and PDCC (if present) are also set to 'Sport' mode. Cars with air suspension are lowered to



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

Low Level I, creating a firmer ride, more positive turn-in and better contact with the road.

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

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 angles are continuously varied by the engine

management system via rotary-vane adjusters.

Each cylinder has four valves actuated by roller cam followers featuring hydraulic valve clearance

adjustment. The results: high specific power and torque – even at low engine speeds. Above all, this technology improves fuel economy while further reducing emissions.



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 valve lift system consists of electro-hydraulically switchable tappets.

Inlet valve timing is steplessly varied using rotary-vane adjusters. To improve response when starting from cold for example, VarioCam



VarioCam Plus (V8 engines)

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 offers greater reserves of 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 simple technology uses the pressure waves generated by the inlet valves to 'force' air into the engine.

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

Cayenne GTS, performance is enhanced by optimised airflow management in the intake manifold.

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

Pressure is often the key to performance.

Turbocharging system in the Cayenne Turbo.

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

The Cayenne Turbo has twin turbocharger units arranged in parallel. The low-volume intake pipes combine with short exhaust manifolds to achieve a rapid, emphatic response.

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

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

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

Both turbo units are cooled by dedicated circuits from the main engine cooling system. This solution

prevents oil degradation due to overheating.

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



Maximum freedom requires total control.

Electronic engine management.

The electronic engine management system provides coordinated regulation of all engine functions and associated systems in all operating conditions.

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

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

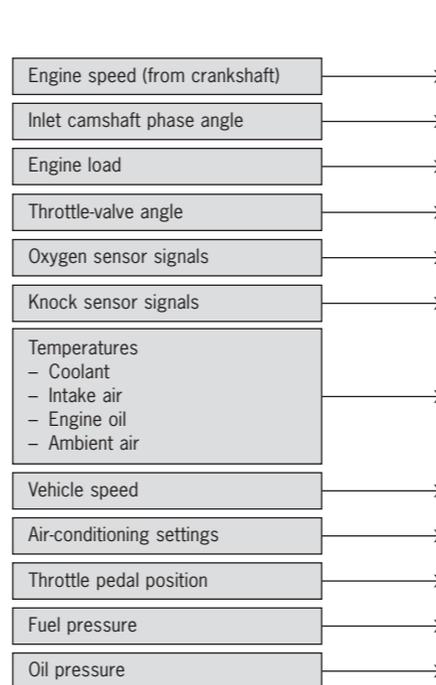
On the Cayenne, Cayenne S and Cayenne GTS, the engine management system controls

the variable-tract intake manifold. On the Cayenne Turbo, it regulates the turbo boost pressure.

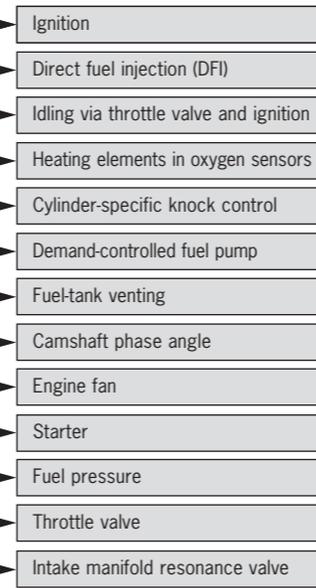


Engine management functions in the Cayenne.

Input data



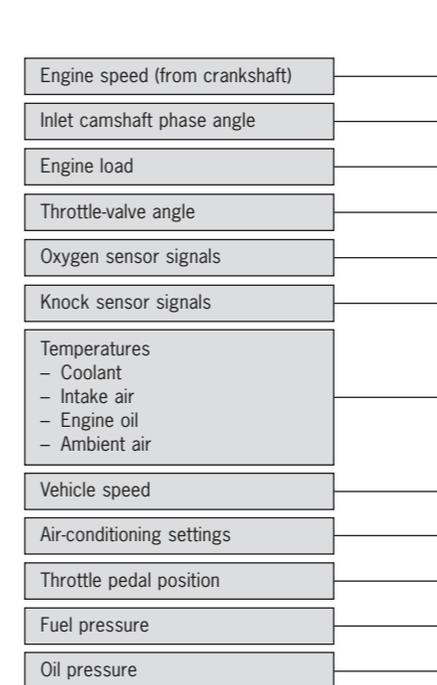
Used to regulate/control



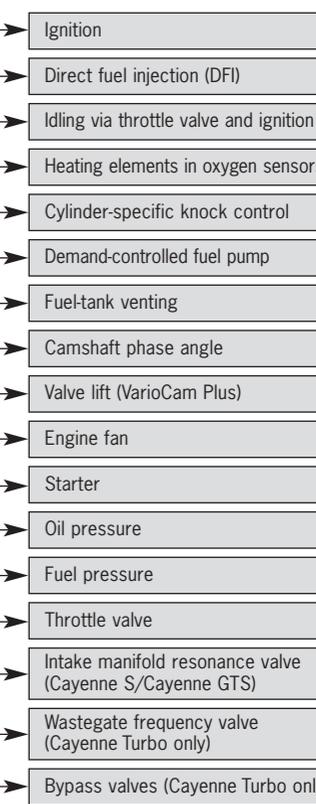
CAN interface to PSM control unit, transmission control unit, engine immobiliser, instrument cluster, air-conditioning control unit, 'Sport' button, on-board diagnostics, etc.

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

Input data



Used to regulate/control



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

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. As well as improving performance and economy, emissions are prevented at source.

Committed to 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 catalyts, 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 two 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 control system ensures low emissions in all operating scenarios. The primary and main catalyts offer high efficiency, faster warm-up, a long service life and consistently low emissions (see page 104).

The 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 in 'Sport' mode. The package also includes twin dual-tube tailpipes with chrome-plated finish. (Note: vehicles equipped with the sports exhaust system have a reduced off-road capability.)

All exhaust systems – standard and sports – comply with all relevant emissions legislation.



Twin single-tube tailpipes (Cayenne and Cayenne S)



Sports exhaust tailpipes, chrome-plated (Cayenne GTS)



Twin dual-tube tailpipes (Cayenne Turbo)

Spend less on servicing.

And more time on the road.



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

Each Cayenne model offers three clear benefits: lower servicing costs, more time on the road and a more eco-friendly use of resources.

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

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

Six-speed manual gearbox.

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

The sports-oriented setup enables optimum progression through all six forward gears. The gear lever

throw is short and precise, with only minimal driver effort required.

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

Drive-off Assistant, which enables easier hill starts without using the brakes.

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

For additional weight saving, the gearbox casing is made from lightweight die-cast aluminium.



Gear lever



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

Six-speed Tiptronic S.



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 power with smoothness, efficiency and precision – whatever your choice of terrain.

In automatic mode, the gearshift maps range from maximum economy to maximum performance.

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

The benefits of Tiptronic S are most apparent in high-performance driving. The immediacy of response, with practically no interruption in drive, is comparable with that of a manual gearbox.

Tiptronic S automatically selects the optimum gearshift pattern, even in low-range mode. The low-range gearing is available at speeds of up to 15 km/h (9 mph). You can also return to high-range

mode at up to 30 km/h (19 mph). For complete manual control, simply slot into manual and use the gearshift controls on the steering wheel. If you prefer, you can use the gear selector lever on the centre console. Even in automatic mode, you can change gear manually via the rocker controls on the steering wheel. If there is no further manual input for a period of 8 seconds, the system reverts to automatic mode.

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

the engine from the driveline, thereby reducing fuel consumption.

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

Under heavy braking, Tiptronic S shifts down to maximise engine braking. An incline sensor enables better uphill acceleration and better engine braking on descent.

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

The gearbox cooling system is specifically designed to match the performance, transport, towing and off-road capabilities of all Cayenne models.



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 a 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 via 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) and anti-slip regulation (ASR).

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

PTM uses the ABD and ASR functions to achieve dynamic handling and increased traction.

If one wheel loses traction, PTM utilises the ABD function to apply the corresponding brake. As a result, more drive is automatically transferred to the opposite wheel. If both wheels on one axle lose traction, ASR modifies engine output to maintain drive.

All PTM functions are fully automatic. All you have to do is choose high-range mode for road and track or low-range mode for greater 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

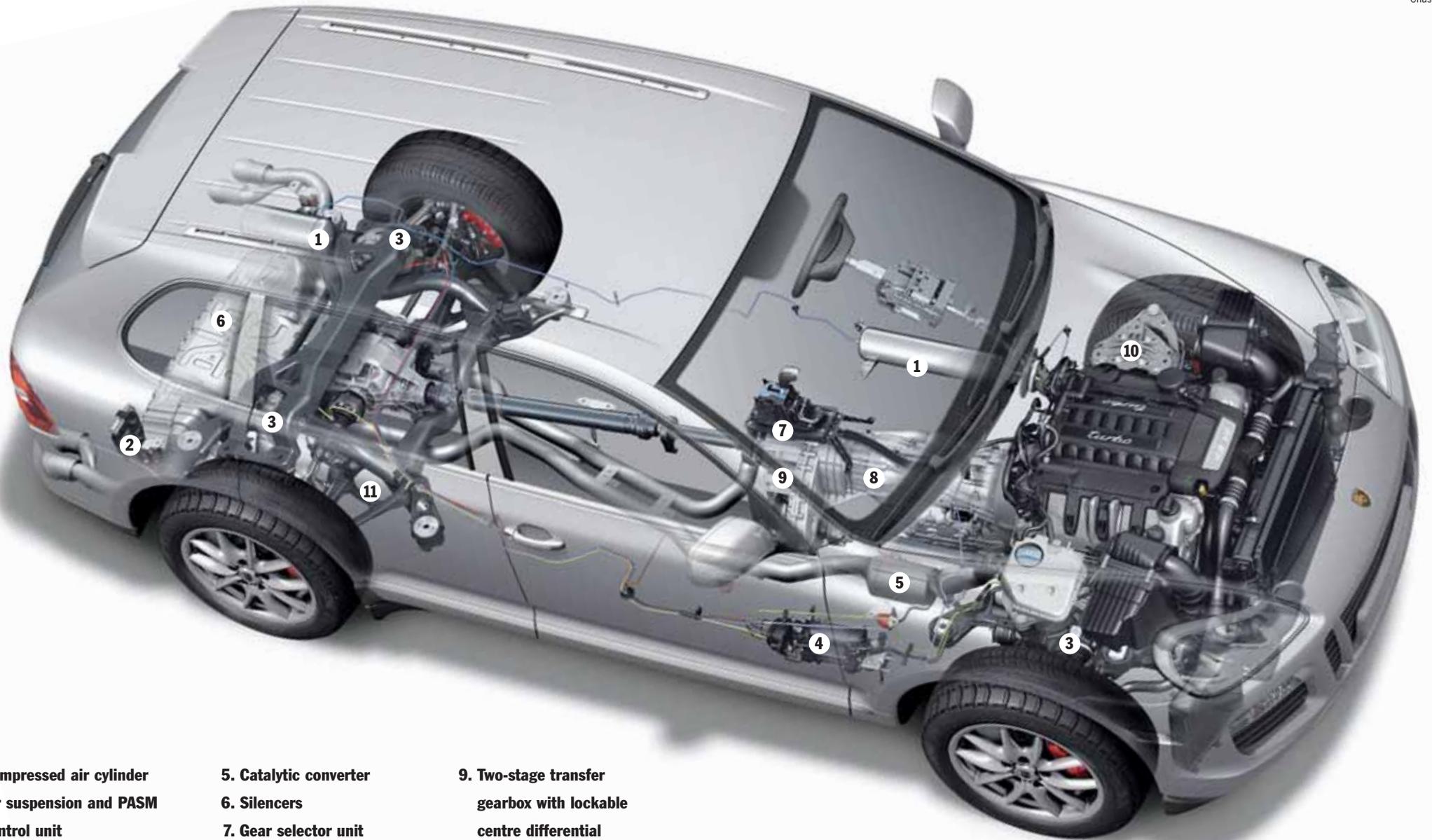


Chassis

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.

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

location is more accurate and agility is enhanced, with minimal disturbance on uneven surfaces.

The subframe is secured on rubber mountings that minimise road noise and thus enhance the engine acoustics.

Made from lightweight high-strength steel, the front suspension subframe is specially

constructed to increase the rigidity of the car.

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



Rear axle (Cayenne Turbo)

Rear axle.

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

On all four Cayenne models, we solved this problem using multi-link rear suspension. Ideal for performance road and track use, it also copes well with the extremely high towing and carrying loads that are possible with each Cayenne.

The lower suspension links and track rods have a special sheet steel construction offering greater strength. The upper links are located high in the wheel arches and can therefore be made from lightweight forged aluminium.

The suspension struts are angled to allow longer suspension travel and create a deeper and wider cargo area. As well as providing additional space, the car is easier to load. A key advantage of the

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

Exceptional power requires accurate direction.

Steering.

For optimum manoeuvrability, on and off road, all Cayenne models have variable-ratio steering and 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 electrically assisted on the Cayenne GTS and Cayenne Turbo. Electric adjustment is also available as an option on the Cayenne and Cayenne S as part of the optional comfort or sports seat package (each with comfort memory package). The optional padded steering wheel (standard on Cayenne GTS) brings added sporting style to each model.

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

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

Servotronic.

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

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

At lower speeds, it enables easy manoeuvrability and parking.

Tough for off road, light for the track, stylish for any terrain.

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 Cayenne GTS and 19-inch Cayenne Design on the Cayenne Turbo.

For a more personal touch, you can choose from a range of wheel options (see page 160).

Tyre Pressure Monitoring (TPM).

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



17-inch Cayenne wheel



18-inch Cayenne S II wheel



19-inch Cayenne Design wheel



21-inch Cayenne Sport wheel

the multi-purpose display in the instrument cluster.

Active damping adjustment for optimum performance and comfort.

Porsche Active Suspension Management (PASM).



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

Both systems are optional on the Cayenne and Cayenne S. The Cayenne GTS has an exclusive combination of PASM and high-performance steel-sprung suspension (ride height lowered by 24 mm).

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

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

In all three cases, the system uses a series of sensors to monitor the movement of the

body, e.g., under acceleration and braking or on poor road surfaces. It also gathers data on lateral acceleration, steering angle, brake pressure and engine torque. The PASM control unit then evaluates this information and modifies the damping forces in accordance with the selected mode.

PASM remains active at all times, adapting to the changing conditions.

If the road surface deteriorates while travelling in 'Sport' mode, for instance, the system immediately changes to a softer rating, thereby improving road contact. When the road surface improves, PASM automatically reverts to the original, harder rating. This not only increases stability and safety, it also enhances comfort.



PASM control with 'Comfort', 'Normal' and 'Sport' options

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

Air suspension.

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

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

1. High Level II.

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

2. High Level I.

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

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 and drag is reduced. Automatically selected above 125 km/h (78 mph).

5. Low Level II.

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

6. Loading Level.

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

Cayenne GTS.**

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

* PASM standard on Cayenne GTS.
** 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).

Among the key objectives of Porsche 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 when cornering. It also minimises oscillation on rippled road surfaces. As a result, the car remains stable and easy to control. This is achieved with the aid of active anti-roll bars on the front and rear axles. The system responds to the current steering

angle and lateral acceleration by producing a stabilising force that precisely negates the swaying force of the body.

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

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

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

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

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



High-speed cornering without PDCC



High-speed cornering with PDCC



Off road

Setting new objectives.
Accepting no limits.
Reaching your destination –
whatever it may be.

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

**Above all, the Cayenne is a Porsche.
Wherever your journey takes you.**

Off-road capability.

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

All four cars were developed for the road – and much of the land beyond. Simply shift the transfer gearbox into 'low-range' mode and the car is ready for any terrain. Porsche Traction Management (PTM) and Porsche Stability Management (PSM) make a range of modifications, including automatic selection of low-range gearing, a high-traction off-road chassis programme (with off-road ABS and ABD) and High Level I on vehicles with air suspension. The centre differential, part of the all-wheel drive system, can be fully locked for the toughest conditions.



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.



At High Level II, the ground clearance is increased by a further 30 mm. All models can negotiate gradients of up to 45° (100%). Hill-starts are easy with the Hill

Holder function in Tiptronic S and Porsche Drive-off Assistant on vehicles with manual gearbox.

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

Porsche Hill Control (PHC) uses engine braking to enable steady descent on otherwise hazardous gradients at speeds of up to 20 km/h (12.5 mph). If one or more wheels begin to lose traction, PHC compensates by applying increased engine braking on those that retain contact with

the ground. With no need to adjust braking, the driver can concentrate fully on steering the car.

With steel-sprung suspension, the maximum wading depth is 500 mm.* With the optional air suspension (standard on the

Cayenne Turbo), the car is secure to a depth of 555 mm.**

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



* Cayenne GTS: 476 mm.
** Cayenne GTS with air suspension: 535 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.

The rear differential enables optimum distribution of engine torque in difficult off-road terrain.

A fully automated part of the all-wheel system, its primary function is to optimise traction. If one of the rear wheels begins to lose grip, the differential varies the torque transmitted through each drive shaft, thereby restoring traction.

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

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

* Not available for the Cayenne GTS.



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.

Lighting the way in active safety.

Headlight system.

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

The Cayenne, Cayenne S and Cayenne GTS are all equipped as standard with an H7 projector-beam headlight system featuring manual range control and reflection high-beam lights. Sidelights and indicators are neatly combined as rectangular units in the outer air intakes.

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

The dynamic cornering light function uses the road speed, yaw velocity (speed of rotation around the vertical axis) and steering angle to calculate the course of each corner. The system

then calculates the optimum angle of illumination for the swivel-mounted Bi-Xenon lights up to a maximum of 15°. Visibility is much improved in every corner and potential obstacles are easier to identify. The system is also available as an option on the Cayenne, Cayenne S and Cayenne GTS.



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 illuminate an unlit side street.

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

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

Other exterior lights.

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

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

Porsche has always been synonymous with acceleration. That's only half the story.

Braking system.

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

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

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

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

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



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: new standard front brake with 380-mm disc

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

Porsche Stability Management (PSM) features two additional brake functions: electronic brake

prefill prior to an emergency stop and all-wheel brake assist. See page 98 for more information on PSM.

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

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

Porsche Ceramic Composite Brake (PCCB).

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

The large disc diameter (410 mm front and 370 mm rear) adds significantly to brake performance. The discs are made from a specially treated carbon-fibre compound that is silicated in a high-vacuum process at 1,700 °C. The resulting material is not only much harder than cast iron, it is also more resistant to heat.

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



Porsche Ceramic Composite Brake (PCCB), front disc diameter: 410 mm

The pads are mounted in six-piston units at the front, with four-

piston units at the rear. The resulting brake forces are not only high, they are also extremely

consistent. The pedal response is fast and precise with only moderate input required.

PCCB enables shorter braking distances in even the toughest road and race conditions. Excellent fade resistance ensures greater balance when slowing from high speed.

The Porsche Ceramic Composite Brake (PCCB) is a visible acknowledgement of Porsche race engineering. The key advantage is a total weight saving of approximately 50% compared with equivalent cast-iron discs. As well as enhancing performance, the unsprung and rotating masses are lightened. The results: greater

comfort and road-holding on uneven road surfaces plus better handling and agility.



* Compatible with 20-inch wheel diameter or greater as well as 19-inch collapsible spare wheel.

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. The system then calculates the actual direction of travel. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability. If necessary, PSM can also intervene in the engine management system to temporarily modify the amount of drive to the wheels.

PSM has two additional functions that help reduce braking distances. If the throttle pedal is released suddenly, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding disc. If the driver goes on to apply the brakes, the calipers respond more quickly. In an emergency stop – i.e., when

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

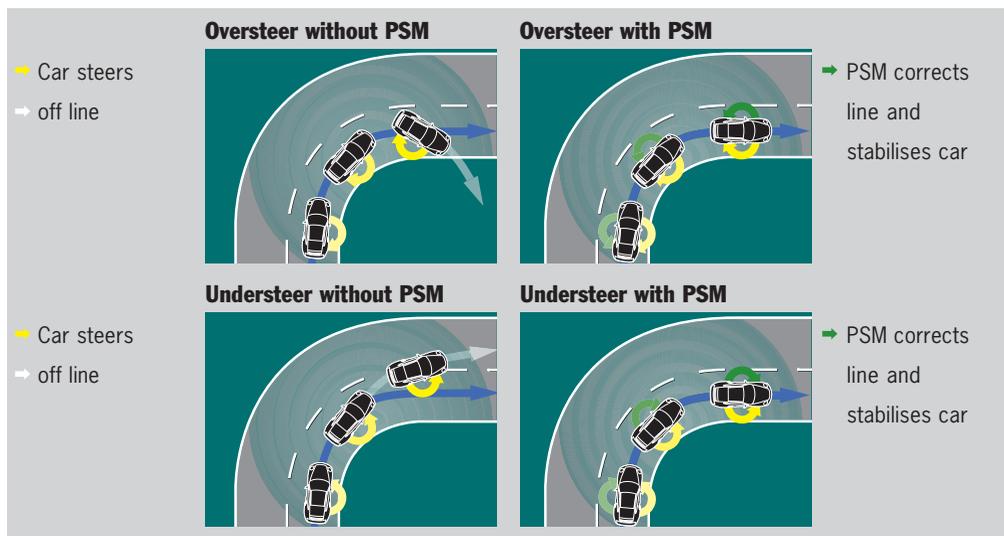
PSM makes a significant contribution to car and trailer safety – within the laws of physics. It compensates for load transfer caused by throttle and brake inputs up to the maximum degree of lateral acceleration. It also enhances the car's driving dynamics and directional stability when accelerating on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

Other features include a special control strategy in the PSM-integrated ABS for



braking on loose surfaces such as gravel or snow. By briefly locking the wheels, a wedge is formed ahead of each tyre which provides additional purchase to help slow the car.

For a more active driving experience, PSM can also be disabled. For safety reasons, it remains active in the background, ready to intervene in critical scenarios.



Safety is more than skin deep.

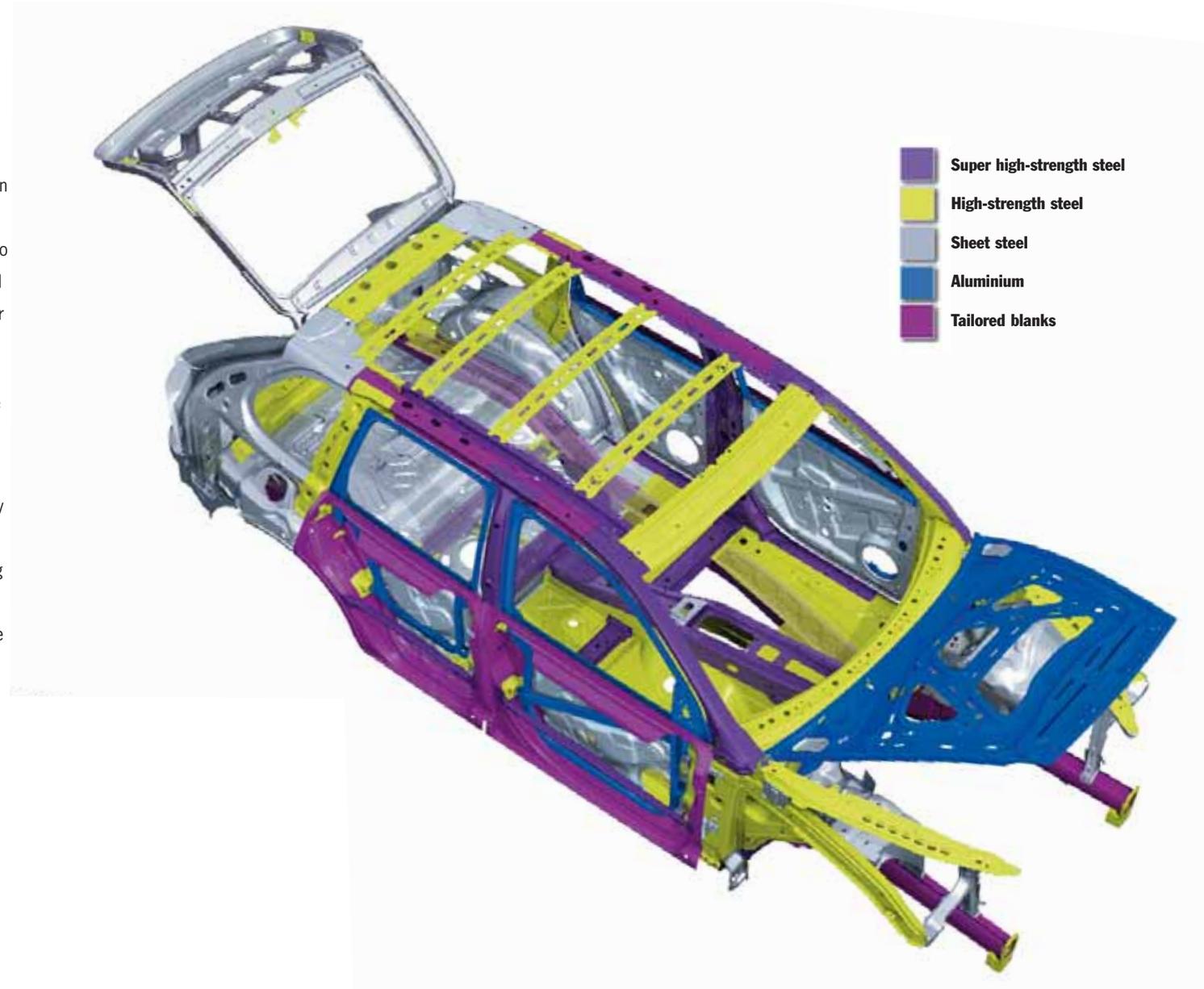
Bodyshell construction.

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

In the event of an accident, a system of side and cross-members at the front of the car helps to channel impact energy in a safe and predetermined manner. Energy is absorbed by a three-tier deformation zone that shields the passenger cell. In areas with 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 multiphase steel used throughout the body fulfils two key safety requirements. Tailored blanks are employed in a number of areas to form effective crash protection structures, e.g., around the longitudinal members and roof rails.

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



Passive safety: bodyshell

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

Airbags.

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

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

The driver and front passenger airbags use a gas 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 passenger seat and outer rear 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.



Passive safety: airbags



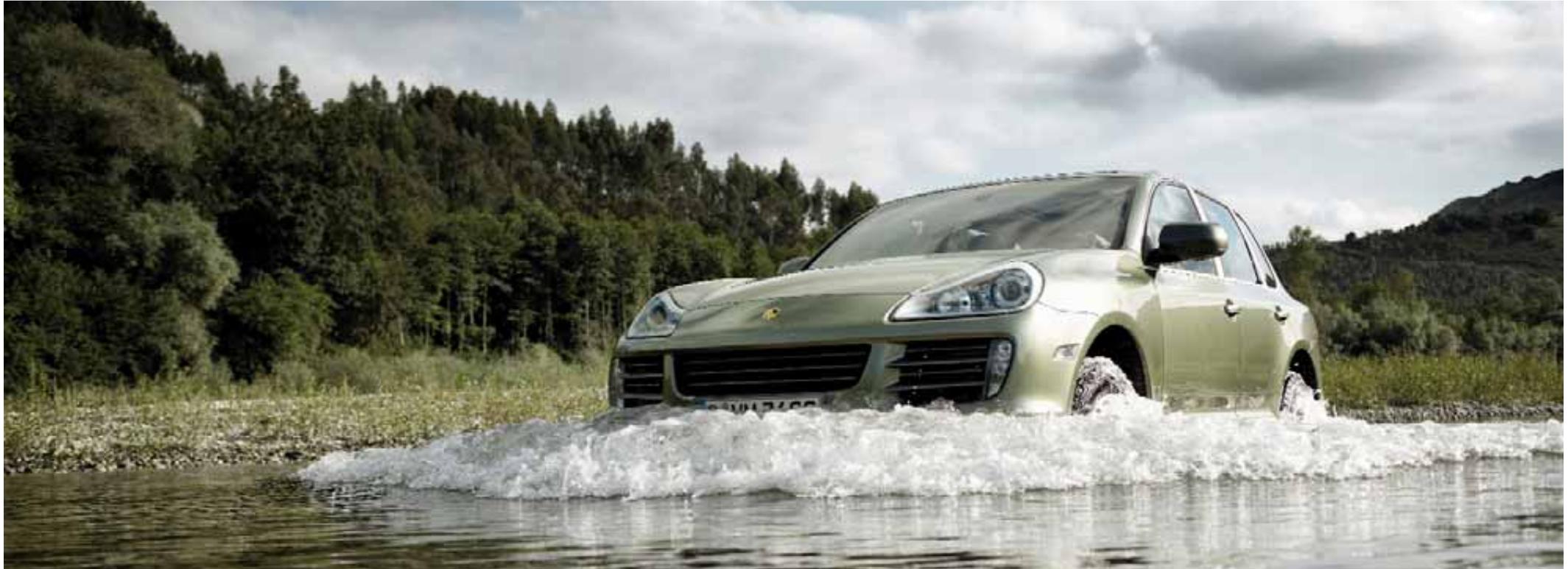
Environment

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

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

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

The secret of performance? Efficiency.



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

OBD II on-board diagnostics. The key components, however, are the primary and secondary catalytic converters on the twin exhaust tracts. Each catalyst has a rapid warm-up cycle so emissions are

reduced sooner when starting from cold.

Another important feature is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate control system

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

Fuel economy.

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

Fuel.

All Porsche models are already compatible with a fuel ethanol content of up to 10%. Ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production 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. To minimise

'play' between engine components under all load conditions, we've used stronger, lighter and more temperature-resistant materials. This reduces mechanical noise and eliminates the need for engine encapsulation. Large-volume silencers and air intake manifolds also help to minimise noise – throughout the life of the car.

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

All that remains is the Porsche sound – as legendary as ever.



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 and long-life components, we may not be seeing you for some time.

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

All moving parts inside the engine are fully self-adjusting. The valve clearances, for example, feature automatic hydraulic control. All camshafts have a zero-maintenance chain-drive system.

With single-spark coils on each of the cylinders, the entire ignition system, with the exception of the spark plugs, is maintenance-free. These modest servicing requirements mean less waste disposal and fewer demands on natural resources. They also lower the cost of ownership while keeping your car on the road.

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

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. Also, every Porsche model is entirely free of asbestos, CFCs and components manufactured



using CFCs. All legal requirements in respect of recycling are fulfilled. Materials are labelled in accordance with VDA 260, enabling better recycling of 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 steering wheel with height/reach adjustment and leather rim. In the Cayenne GTS and Cayenne Turbo, the standard wheel is electrically adjustable.

Options available on all Cayenne models include a three-spoke multifunction steering wheel with leather rim and a padded steering wheel for added sporting style (standard on Cayenne GTS).

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

The sporty interior in the Cayenne GTS includes Alcantara on the seat centres, rooflining and parts of the 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 in the Cayenne models offer high lateral support, extensive variability and excellent long-distance comfort.

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

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

The Cayenne Turbo has comfort seats with comfort memory package as standard.

Special features include electric adjustment on the front seats (12-way), steering column and driver's seat-belt height. The comfort memory package stores seat, mirror, steering wheel and seat-belt height settings for up to three different drivers. The passenger-side memory also stores up to three sets of preferences. The

comfort seats are also available as an option on the Cayenne and Cayenne S.

The Cayenne GTS comes with sports seats as standard. These are also equipped with the same comfort memory package included with the comfort seats. Special seat features include higher side bolsters offering greater lateral support. The sports seats are available as an extra-cost option on the Cayenne and Cayenne S

and no-cost option on the Cayenne Turbo.

The seat belt buckle is mounted on the seat, which means the belt is comfortable and secure however the seat is positioned. Other important passive safety features include seat-belt pretensioners and force limiters.

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



Porsche Crest embossed on head restraint



Sports seat in natural leather with comfort memory package (optional for Cayenne, Cayenne S and Cayenne Turbo)

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



Interior with sports seats featuring comfort memory package

Rear seats.

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

three-seater rear bench with sports-style two-seater design. Special features include higher side bolsters and detachable head restraints.

For added protection, we've used energy-absorbent elements

on the seats, doors, roof pillars, roof and upper seat-belt deflection points.

The rear seats are designed with practicality in mind, including a 60/40 split-folding facility.

Additional features include a no-cost optional load-through facility with ski bag, which can also accommodate a snowboard.

Child seats.

Safety and comfort are also assured for the youngest of Porsche passengers (up to 12 years of age). The Porsche range of ISOFIX-compatible child seats install quickly and easily

on the front passenger's and outer rear seats using the standard ISOFIX mounting points. All seats are available from Porsche Tequipment.

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. These include a sunglasses holder in the roof console, a two-layer compartment in the centre console and a handy drawer beneath the front passenger's seat.

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



Front cupholders

Interior lighting.

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

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



Glove compartment

Power points.

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



12-Volt power point in luggage compartment

You don't have to drive to enjoy the Cayenne.

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, a media player, two wireless infrared headphones, a remote control and a DVD storage pocket.

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

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



Porsche Rear Seat Entertainment

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

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

* On vehicles with non-smoker package: only one socket at front (passenger footwell).
On vehicles with electrically retractable towbar system: only one socket in luggage compartment.

**Perfect conditions.
Whatever the weather.**



4-zone air conditioning for rear seat area



Air-conditioning controls (cover open)

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 featured as standard in the Cayenne S, Cayenne GTS and Cayenne Turbo. Offering independent temperature control for both front seats, it

can also be used to cool the glove compartment.

Special features include an active carbon filter, which excludes dust, pollen and external odours. An air-recirculation system is automatically enabled when required.

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

All Cayenne models can 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 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.

Combining comfort with safety.

Wiper system and rain sensor.

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

ParkAssist.

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

concealed in the front and rear aprons.

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



Rain sensor

Reversing camera.

The optional reversing camera provides high-resolution, high-contrast colour pictures. The system is particularly useful during parking manoeuvres or when preparing to fit a trailer.

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



Reversing camera retracted



Reversing camera extended



Reversing camera display in new PCM

Comfort, ergonomics and security.

Anti-theft protection.

The Cayenne models are all equipped as standard with an engine immobiliser and anti-theft alarm featuring ultrasonic interior surveillance.

The alarm circuit includes all four doors, engine lid, tailgate, rear screen, interior, ignition and trailer (if fitted).

The immobiliser system works by automatically communicating with the vehicle key. If the key is approved, the engine can be started as normal.

When the key is removed from the ignition, the steering column is automatically locked to provide additional security.

Porsche Entry & Drive.

With this optional system, you can reduce the inconvenience of a conventional key.

The moment you touch the door handle, the system automatically checks the encrypted access code on the key in your pocket. If the code is accepted, the doors are unlocked. To start or stop the engine, simply push the ignition button.

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

Preparation for vehicle tracking system.

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

Cruise control.

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

Slide/tilt sunroof.

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



Comfort lighting package.

One of the special features in this optional package is the 'Welcome Home' lighting function. When you arrive at a destination after dark, the headlights remain illuminated

for a user-defined period, lighting your path from the car. Other features include courtesy lights on both exterior mirrors, automatic headlight activation and automatically dimming interior and exterior mirrors.

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

Panoramic roof system.



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

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

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

segment (4). When the roof is opened, the forward segment (1) tilts upwards to act as a wind deflector. Even at high speed it helps reduce turbulence and noise. The two middle segments (2 and 3) can be opened separately to provide a stream of fresh air to the front or rear.

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

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



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.

The Cayenne, Cayenne S and the Cayenne GTS are equipped with the CDR-30 CD radio as standard. The Cayenne Turbo has Porsche Communication Management (PCM – see page 132) and the BOSE® Surround Sound System (see page 136).

The new CDR-30 CD radio.

Standard equipment in the Cayenne, Cayenne S and Cayenne GTS, the new 2-DIN CDR-30 CD radio combines excellent sound with exceptional ease of use. The package includes an MP3-compatible CD drive, 12 loudspeakers and 4 x 25-Watt internal amplifiers. The 5-inch monochrome display offers excellent visibility and a clear layout – especially when operating a connected Bluetooth® mobile phone (telephone preparation available as option). Other options available in conjunction with the CDR-30 include an integrated six-disc

CD autochanger (easily accessible from either front seat) and an Aux-In port in the lower storage compartment in the centre console for connecting an external audio source. The CDR-30 can also be combined with the BOSE® Surround Sound System for the ultimate in sound performance.

Mobile phone preparation.

With this optional preparation, you can connect a Bluetooth® Hands-Free Profile (HFP)-compatible mobile phone* and use PCM or the CDR-30 CD radio as a

hands-free system. As a Bluetooth®-based solution, you can connect your handset without even taking it from your pocket. The basic phone functions are accessible via the PCM/CDR-30 head unit, multi-function steering wheel or voice control. Connection to the mobile phone network is via the handset antenna.**

CD/DVD autochanger.

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



The new CDR-30 CD radio

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

** Mobile phone preparation: using a mobile phone inside the vehicle may expose occupants to heightened levels of electromagnetic radiation. Vehicles with the mobile phone preparation can also be equipped with a cradle upgrade kit (handset-specific). When the handset is in the cradle, all calls are connected via an external antenna, thereby reducing interior radiation. For information on upgrade kits for your mobile phone, please consult your mobile phone accessory retailer. Using the telephone module for PCM avoids exposure to radiation as it also connects to the mobile phone network via an external antenna.

Navigation, communication, entertainment.

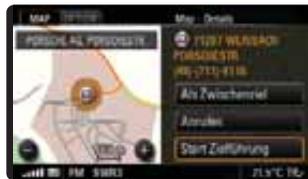
The new Porsche Communication Management (PCM).

The Cayenne Turbo is equipped as standard with a totally new generation of Porsche Communication Management (PCM). The central control system for all audio, navigation and communication functions, the new PCM is more powerful, more versatile and yet easier to use than ever before.

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

Radio functions include 48 presets, FM twin-tuner with RDS and the latest generation of frequency diversity which searches the air-waves for the best possible signal from the selected radio station.

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



Navigation module.

The navigation module for PCM now has all map data on a hard-disc drive and covers most of the countries in Europe. The upgraded system offers faster route calculation with a choice of three alternative routes.

The touchscreen display enables faster destination input as well as easy access to congestion reports and places of interest by simply tapping on the respective icons on the map. Intermediate destinations, e.g., next service station, can be input quickly and easily during the current route guidance.



The new PCM

The map display offers a new perspective view as well as conventional 2D layout, both with altitude profiles. During motorway driving, the route guidance instructions include visual turn

indicators. In split-screen mode, you can view the current map section together with a list of icons for the next manoeuvre. The system also supports automatic navigation along a previously

recorded route (reverse route navigation) as well as compass and GPS-based navigation.

TV tuner.

The optional TV tuner is compatible with both analogue and digital television services (DVB-T). For safety reasons, the TV tuner is automatically disabled whenever the vehicle is in motion.

Voice control.

The latest generation of optional voice control enables convenient operation of virtually all PCM functions. In general, each menu item can be selected by voice using the wording as it appears on-screen. Telephone contacts and radio stations can be selected using normal spoken words. Voice recognition for commands and number sequences is

voice-independent. The system provides audio responses and guidance through the various functions. There is no voice learning process.

Electronic logbook.

This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM via Bluetooth® or a USB 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.

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

Universal audio interface.

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



Universal audio interface with iPod® cable

unit and/or multifunction steering wheel. All other functions are accessible on the external device.

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

The ultimate soundtrack for the ultimate drive.

BOSE® Surround Sound System.

The optional BOSE® Surround Sound System (standard in the Cayenne Turbo) was specially developed to Porsche specifications and custom-engineered for the Cayenne models. A total of 14 loudspeakers (including active subwoofer and centre-fill speaker) combine with

a 410-Watt 10-channel digital amplifier to produce a powerful sound experience.

The system supports digital 5.1 surround sound on audio and video DVDs to create a lifelike audio environment.

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

is comparable with a concert hall or cinema.

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

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

Of course, there's more to the BOSE® Surround Sound System than exceptional surround sound



alone. All audio output is precisely engineered for the specific interior acoustics of the Cayenne models. The dynamic loudness function automatically enhances the lower frequencies in low-volume sound in order to compensate for the reduced sensitivity of the human

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



BOSE® Surround Sound System in Cayenne Turbo



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.

More wide open spaces to explore.

Luggage compartment.

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

Even when the car is fully laden (see page 188), the self-levelling air suspension (standard on Cayenne Turbo; optional on other

models) maintains a constant ground clearance at front and rear.

The air suspension package includes ride-height adjustment, enabling the car to be lowered by approximately 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).

When the rear backrest is folded forward, the loadspace expands to as much as 1,770 litres** (VDA). Items can be stored out of view and protected from the sun using a retractable cover in a detachable storage cassette.

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

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



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

** With sports seats: 1,749 litres (VDA).

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

Loading option:

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



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

- 1 x Porsche Diesel pedal tractor
- 1 x Porsche pushchair



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 on the rear window.



Rear screen



Button for automatic tailgate

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

Loadspace management system.



Loadspace management system and partition net

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



Case secured with fixing belt



Telescopic bar

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



system or a manually detachable towbar. With the electric system, the ball neck can be retracted beneath the rear apron – all at the push of a button. Both options are available for all Cayenne models, have a maximum braked trailer load of 3,500 kg* (with a maximum noseweight of 140 kg) and come with a 13-pole socket. All Cayenne models have a towbar preparation as standard.

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

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. All load-bearing parts are made from robust aluminium and designed for a maximum load

of 100 kg. The optional roof rails can also be combined with a set of transverse roof bars from Porsche Tequipment, offering a maximum load of 75 kg.

Towbar systems.

Whatever your passion, all four Cayenne models offer a wealth of possibilities that go beyond the pleasure of driving. When fully laden or with a heavy trailer load,

you'll appreciate even more the powerful capability of the Cayenne range of engines.

For the largest of loads, you can choose from two towing options: an electrically retractable towbar

* 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, seven metallic and two special exterior paints. The interior colour

options include classic Black plus the two-colour combinations, Stone Grey/Steel Grey and

Havana/Sand Beige. Two additional colour options are available in conjunction with the leather interior: Sand Beige (single colour)

and Black/Chestnut Brown (two-colour combination; only in conjunction with natural leather interior).

Solid exterior colours.

Metallic exterior colours.



Black



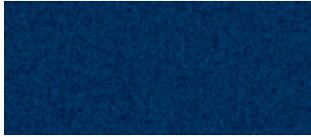
Basalt Black Metallic



Crystal Silver Metallic



Sand White



Marine Blue Metallic



Meteor Grey Metallic



Macadamia Metallic



Jarama Beige Metallic



GTS Red



Olive Green Metallic



Nordic Gold Metallic

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

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

* Cayenne/Cayenne S: fabric rooflining; Cayenne GTS/Cayenne Turbo: Alcantara.

** Only available as leather interior package. Cayenne GTS: additional surfaces in Alcantara.

*** Only available as leather interior package. In conjunction with sports seats: seat centres in natural leather, not available for Cayenne GTS.

Exterior styling enhancements.

Monochrome black exterior package.

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

SportDesign package.

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

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

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

Stainless steel skid plates (front and rear).

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



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



Extended roof spoiler with fixed bi-plane wing elements



Stainless steel skid plate (rear)

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Metallic paint	○	○	○	●	Code	150
• Special colours	○	○	○	○	Code	150
• SportDesign package*: exterior paint finish on lower front/rear/side mouldings and extended roof spoiler featuring fixed bi-plane wing elements and integral third brake light; side skirts (lower side mouldings) not included if ordered with Off-road Technology package or running boards	○	○	●	○	2D1, 2	152

* 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.

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Extended roof spoiler with fixed bi-plane wing elements	–	–	W	–	2D1	32
• Side skirts (lower side mouldings) in exterior colour*	○	○	●	○	2D3	152
• Running boards with integrated skid plates	○	○	–	○	VR1	89
• Stainless steel skid plate (front)	○	○	○	○	2JC	152
• Stainless steel skid plate (rear)	○	○	○	○	2JL	152
• Stainless steel skid plates (front and rear)	○	○	○	○	2JX	152

* Reduces off-road capability.



Wheel arch extensions in black



Bi-Xenon headlights



Reversing camera (deployed)

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Wheel arch extensions in black	○	○	—	○	6GF	89
• Bi-Xenon headlights with static/dynamic cornering lights and headlight cleaning system	○	○	○	●	PC1	92
• Reversing camera	○	○	○	—	7X9	125
• Reversing camera with ParkAssist	○	○	○	○	7X8	125

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Porsche Entry & Drive	○	○	○	○	4F2	126
• ParkAssist (front and rear)	○	○	○	●	7X2	124
• Privacy glass (B-pillar rearwards)	○	○	○	○	PJ2	123
• Heat-insulating laminated glass on all windows	○	○	○	○	PJ1	123
• 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

— 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.



Electric slide/tilt sunroof in glass



Towbar system with electrically deployable/retractable towball



Roof transport system

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Electric slide/tilt sunroof in glass	○	○	○	○	3FE	127
• Panoramic roof system	○	○	○	○	3FU	128
• Towbar system with electrically deployable/retractable towball*	○	○	○	○	1D9	147
• Towbar system with manually detachable towball*	○	○	○	○	1D2	147
• Automatic tailgate	○	○	○	○	4E7	144

Exterior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Roof transport system (adjustable transverse roof bars)	○	○	○	○	3S8	146
• Roof rails/drip rails with matt Aluminium Look finish	○	○	–	○	3S1	146
• Roof rails/drip rails with black finish (in conjunction with monochrome black exterior package)	○	○	○	○	3S5	146
• Monochrome black exterior package: black finish on side window surrounds including B and C-pillar trim, door handles (excl. inlays) and door-sill trim strips; additional black finish on Cayenne Turbo: standard roof rail system	○	○	•	○	QJ4	153
• Deletion of model designation	W	W	W	W	ONA	

* 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.



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



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

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
• Tyre Pressure Monitoring (TPM)	○	○	○	○	7K3	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.

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	–	–	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	○	○	–	○	1G3	75
• 18-inch collapsible spare wheel	○	○	○	–	1G1	75
• 19-inch collapsible spare wheel***	–	○	○	○	1G4	
• Wheel centres with full-colour Porsche Crest	○	○	●	○	1NP	

* Not available for Cayenne Turbo.
 ** Not compatible with 20-inch Cayenne SportTechno wheel, 21-inch Cayenne Sport wheel or 21-inch Cayenne SportPlus wheel.
 *** For Cayenne S and Cayenne GTS only in conjunction with PCCB.



Porsche Dynamic Chassis Control (PDCC) and air suspension incl. PASM



Powerkit Cayenne Turbo



Porsche Ceramic Composite Brake (PCCB)

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). Cayenne GTS: Normal Level 20 mm lower than other models, PASM included as standard	○	○	○	●	1BK	78

Engine, transmission and chassis.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Porsche Dynamic Chassis Control (PDCC)	○	○	○	○	0AW	80
• Servotronic (speed-dependent power-steering system)	○	○	○	○	1N3	74
• Sports exhaust system*	–	○	●	–	0P8	60
• 4-tube sports tailpipes	○	○	–	○	0P3	60
• Porsche Ceramic Composite Brake (PCCB)**	–	○	○	○	PB1	96

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

– 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.

* For Cayenne S only in conjunction with Tiptronic S.

** Only available in conjunction with 20-inch wheels (or larger).



3-spoke multifunction steering wheel with Tiptronic S gearshift controls



HomeLink®



Floor mats



Comfort seat with comfort memory package and seat centre in soft ruffled leather

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Comfort lighting package: dimmable interior comfort lighting, courtesy lights on exterior mirrors, automatic headlight activation, automatically dimming interior and exterior mirrors, programmable-delay courtesy lighting with dipped headlights ('Welcome Home' function)	○	○	○	○	PO1, 2	127
• HomeLink® (garage-door opener)	○	○	○	○	VC1	
• Cruise control	○	○	○	●	8T1	126
• 3-spoke multifunction steering wheel in leather (available in a range of trim options, see price list for details)	○	○	○	○	PI2	114

Interior.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Steering wheel, padded	○	○	●	○	1MV, 1MW	74
• Comfort seats with comfort memory package	○	○	–	●	PE1	117
• Sports seats with comfort memory package	○	○	●	W	PE2, 3	116
• 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



Sports seats with ski bag

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	–	–	●	–		32
• Preparation for vehicle tracking system (incl. tilt sensor)	○	○	○	○	7G1	126
• Non-smoker package	W	W	W	W	9JA	
• Fire extinguisher	○	○	○	○	6A5, 7	
• Floor mats	○	○	○	○	0TD	

– 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.

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	122
• 4-zone air-conditioning system	○	○	○	○	9AH	122
• Auxiliary heating system	○	○	○	○	7VL	
• Ski bag	W	W	W	W	3X1	119
• Loadspace management system	○	○	○	○	3GN	145



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	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	Code	115
• Leather interior package in natural leather	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	VR	115
• Soft ruffled leather on seats centres (front and outer rear seats)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	N5Y, N7D, 165 N7F	

Interior: aluminium.

• Sport aluminium package	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	5TE	
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* In conjunction with sports seats: seat centres in Alcantara.
 – not available ◦ extra-cost option • standard equipment W no-cost option
 For more information on the options featured in this catalogue, please refer to the price list.



Dark walnut package with high-gloss finish

Interior: wood.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Dark walnut package with high-gloss finish*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	5MG, PH4	
• Light olive package with high-gloss finish**	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	5TF, PH5	
• 3-spoke multifunction steering wheel with dark walnut trim, high-gloss finish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	PH1	
• 3-spoke multifunction steering wheel with light olive trim, high-gloss finish**	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	PH2	

* On vehicles with Tiptronic S, includes wood trim on gear selector.
 ** Ash with olive-look grain.



CDR-30 CD radio



Universal audio interface with iPod® cable



Porsche Communication Management (PCM) with CD/DVD autochanger



Telephone module with cordless keypad handset

Audio and communication: CDR-30.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• CDR-30 CD radio	•	•	•	–		130
• CD autochanger (6-disc)	○	○	○	–	7D7	130
• Universal audio interface (AUX)	○	○	○	–	UF1	135
• BOSE® Surround Sound System with 14 speakers incl. subwoofer	○	○	○	–	9VL	136
• Mobile phone preparation	○	○	○	–	9W5	131
• Compass display in instrument cluster	○	○	○	–	QR1	
• Porsche Rear Seat Entertainment	○	○	○	–	AEC	121

– 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.

Audio and communication: PCM.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• Porsche Communication Management (PCM) incl. navigation module	○	○	○	•	PF2	132
• CD/DVD autochanger (6-disc)	○	○	○	○	7D7	131
• Universal audio interface (iPod®, USB, AUX)	○	○	○	○	UF1	135
• BOSE® Surround Sound System with 14 speakers incl. subwoofer (for 5.1 discrete surround sound)	○	○	○	•	9VL	136
• Mobile phone preparation	○	○	○	○	9W5	131
• Telephone module	○	○	○	○	9W1	134
• Telephone module with cordless keypad handset	○	○	○	○	9ZP	134



Electronic logbook

Audio and communication: PCM.

Option	Cayenne	Cayenne S	Cayenne GTS	Cayenne Turbo	I no.	Page
• TV tuner*	○	○	○	○	QV1	134
• Voice control	○	○	○	○	QH1	134
• Electronic logbook	○	○	○	○	9NY	134
• Porsche Rear Seat Entertainment	○	○	○	○	AEC	121

Factory collection.

• Factory collection Cayenne	○	○	○	○	S9Y	174
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* Suitable for receiving analogue and digital TV signals (DVB-T) (where available).
 – 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

Designed and built to the highest specifications. Yours.

In addition to the options presented here, you can personalise your Porsche to the ultimate degree using our factory customisation service, Porsche Exclusive.

Create your own unique example of the Porsche Cayenne using a wide range of technical and visual enhancements. Options are available for every area of the car, in the finest materials, and with the quality you'd expect from Porsche. Whatever you require, we can tailor it for your car using the highest standards of hand-craftsmanship. To find out more

about the many possibilities, see the latest Exclusive Cayenne catalogue.

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

Discover the origins of your Cayenne. At Porsche Leipzig.

Factory collection.

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

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

By now you'll be ready for a more exhilarating introduction to the Porsche Cayenne: your on and off-road driving session.

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

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

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

To make the most of your journey, ask about our Porsche Leipzig Plus service. As well as arranging travel

and accommodation, we can organise many other attractions and things to do, such as sightseeing trips, Porsche driving tours, concert tickets and much more besides.



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 dotted around the track, recording every move you make. The pictures are beamed live to a bank of 32 monitors and two large-screen

displays in the nearby track control centre.

The track layout includes detailed reproductions of some of the most famous racing corners in the world. The total lap distance is precisely 3,707.109 metres – assuming you found the racing line. Considering the track measures 12 metres across, there's

plenty of margin for error. The track is FIA-certified for competition use, which means optimum safety is assured. A homage to the scenes of our most famous victories, it is the ideal environment in which to test the racing character of your Porsche.

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, you can test the Cayenne on our extensive off-road circuit. A former military training ground, some of the bunkers are still standing – indeed some of them will be standing in your way. Of the 100 hectares that make up the site, only a 6-km (3.7-mile) strip is used for the off-road course. The rest has been given

over for several years now as unspoilt habitat for auerochs cattle and wild horses.

As you will discover, that 6-km strip contains a great many challenges for you and the Cayenne. Among the 18 off-road trials are a log course, ramp crossing and bunker crossing, as well as a 60% steep ascent and

35° traversing section. Other obstacles include a wading trough, corduroy road, pothole section, sand track, gravel track and a hilly section with pontoon bridge. Here, you will learn all about the power of the Cayenne and how to control it all with precision.





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Summary

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

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

A new opportunity with
new possibilities for the
ever-evolving Porsche Cayenne.

Technical data

	Cayenne	Cayenne S
Engine		
Cylinders	6	8
Displacement	3,598 cm ³	4,806 cm ³
Max. power (DIN)	213 kW (290 hp)	283 kW (385 hp)
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
Cylinders	8	8
Displacement	4,806 cm ³	4,806 cm ³
Max. power (DIN)	298 kW (405 hp)	368 kW (500 hp)
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, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, 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
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, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, ABS
Wheels	10J x 21	8J x 18
Tyres	295/35 R 21	275/45 R 19
Unladen weight	Manual/Tiptronic S	Tiptronic S
DIN	2,225 kg/2,245 kg	2,355 kg
EC*	2,300 kg/2,320 kg	2,430 kg
Permissible gross weight	3,080 kg/3,080 kg	3,080 kg
Maximum payload	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/h) (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
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)
CO₂ 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

	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 (12.5)/ 20.6 (13.7)	22.5 (12.6)
	10.9 (25.9)/ 10.2 (27.7)	10.5 (26.9)
	15.1 (18.7)/ 13.9 (20.3)	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

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

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

	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
		271 mm
		241 mm
	194 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. While every effort is made to ensure that all information is correct when going to print, we are constantly seeking to improve our products and therefore reserve the right to alter specifications without notice. Errors and omissions excepted.

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