



PORSCHE



Cayenne



Cayenne	6
The new Cayenne models	20
Drive	30
Chassis	60
Off road	76
Safety	86
Environment	100
Comfort	110
Transport	138
Personalisation	150
Factory collection	172
Service	176
Summary	178
Technical data	182
Index	186



Cayenne





Momentum. The Porsche Cayenne in a single word. In classical mechanics, it signifies the product of mass multiplied by velocity. At Porsche, it's a concept that has always captured

the imagination. As our history shows, when momentum is created, nothing can halt its progress. Now, we've applied this to a new generation of Porsche Cayenne. Three new

models that are both the product of this force and the source of new momentum.

More refinement, more power, more safety, more efficiency. More of the things that make a car a Porsche.

The new Cayenne models.

Pure Porsche. Designed for the road, yet with excellent all-terrain capability. Just like the original Porsche Cayenne. Only more than ever before.

Visually, each car is even more dynamic. Technically, more agile and powerful. Fuel economy has also been improved, as have the wide range of active and passive safety features. The result is a car in which driving pleasure also makes perfect sense.

Externally, each model is more refined, more focused and agile, with even better aerodynamic performance. The front and rear sections have been completely redesigned, with heavily contoured wheel arches. Distinctive features include a new headlight geometry with H7 projector-beam lights on the Cayenne and Cayenne S and

Bi-Xenon units and dynamic cornering lights on the new Cayenne Turbo. The rear light modules are equipped with high-performance LEDs for better illumination and response. Optional equipment includes 21-inch wheels and an automatic tailgate system.

The exterior design is more than matched by the powerful capability of the updated engines. Featuring direct fuel injection (see page 42), all three Cayenne models provide a significant increase in power and torque. Fuel economy has also been improved, not least

with the aid of VarioCam Plus (see page 45), another new technology on the V8 engines.

The sports-oriented suspension can be further refined with the optional Porsche Dynamic Chassis

Control (PDCC – see page 74), an active anti-roll stability system.

Standard active safety features have also been enhanced, including a new evolution of Porsche Stability Management (PSM – see page 94).

In short: more Porsche, more Cayenne, even greater driving pleasure.



**The art of momentum:
creating motion even while standing still.**

Designing the new Cayenne models.



The new Cayenne models have a powerful and highly distinctive presence – even in the most exclusive environments.

The wholly revised front section includes new H7 projector-beam headlights in the new Cayenne and Cayenne S. On the Cayenne Turbo, the new Bi-Xenon headlights feature static and dynamic cornering lights providing better

illumination of the road. The Bi-Xenon package is also available as an option on the Cayenne and Cayenne S.

Revised air intakes provide better cooling performance. On the new Cayenne Turbo, the central air intake is much larger than on the previous model. The outer intakes accommodate a pair of elongated light units (vertical on the Cayenne

and Cayenne S, horizontal on the Cayenne Turbo) containing the turn-signal indicators and sidelights. The Cayenne Turbo is also instantly recognisable by its 'power-domed' engine lid.



The dynamic rear section features new taillight modules with LED side and brake lights. Beneath the light units, 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 Turbo. Adding to the sense of power and momentum are a diffuser-style rear apron and new roof spoiler design.

Combined, these modifications improve the overall aerodynamic efficiency. The drag coefficient is now significantly lower on all three Cayenne models.

The interior of each car is designed around the driver in a range of high-quality materials. Full leather upholstery is standard on the Cayenne Turbo and optional on the Cayenne and Cayenne S.

The leather package includes contrasting seams on the door panels and dashboard that enhance the elegance of this natural material.

Inside and out, the new Cayenne models are both elegant in form and highly effective in function.

The science of momentum: always breaking new ground.

Engineering the new Cayenne models.

Porsche engineering is nothing if not paradoxical: increased performance, yet lower fuel consumption; greater agility, yet better active safety.

Powering it all is a new generation of V-type engines exclusive to each Cayenne model. All have an increased cubic capacity offering greater power, more torque and even better fuel efficiency. The new Cayenne has a 3.6-litre V6,

the new Cayenne S a 4.8-litre V8 and the new Cayenne Turbo a 4.8-litre V8 with twin exhaust-gas turbocharging.

All three units use direct fuel injection to achieve higher output and better fuel economy. The V6 engine has variable valve timing on inlet and exhaust producing a higher specific output and lower emissions. Both V8s feature VarioCam Plus combining variable

valve timing with two-stage valve lift on the inlet side. Seamlessly adjusting to throttle inputs, it offers increased torque at lower engine speeds as well as higher top-end power. The results: higher performance and lower fuel consumption.

The new Cayenne engine develops 213 kW (290 bhp) at 6,200 rpm. Maximum torque of 385 Nm is available from 3,000 rpm. The V8 unit in the new Cayenne S

produces 283 kW (385 bhp) and 500 Nm of torque from 3,500 rpm. Maximum output ratings in the new Cayenne Turbo are 368 kW (500 bhp) at 6,000 rpm and as much as 700 Nm of torque between 2,250 and 4,500 rpm.

The Cayenne and Cayenne S are both equipped as standard with a high-performance, high-precision six-speed manual gearbox. Alternatively, there's the option of six-speed Tiptronic S as featured in the new Cayenne Turbo. This automatic transmission system has been specially adapted to match the uprated engine performance. Using Tiptronic S, the maximum speeds are 227 km/h (141 mph) on the Cayenne, 250 km/h (157 mph) on the Cayenne S and 275 km/h (171 mph) on the Cayenne Turbo.

The standard Porsche Traction Management (PTM – see page 58) combines permanent all-wheel



drive with an electronically variable centre differential, two-speed transfer gearbox, anti-slip regulation (ASR) and automatic brake differential (ABD). The results are excellent dynamics and additional active safety.

For extreme off-road driving, there's the optional Off-road Technology package. Available for all Cayenne models, it includes a manually selectable and electronically variable rear

differential, 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.

Another feature that's standard on the Cayenne Turbo and optional on the Cayenne and Cayenne S is air suspension featuring Porsche Active Suspension Management (PASM – see page 72). PASM is an electronic damping control



system offering a choice of increased comfort or added sports performance.

The air suspension system and PASM can also be combined with the new Porsche Dynamic Chassis Control (PDCC). This optional active anti-roll system greatly reduces the tendency of the body to 'sway' when cornering, thereby enhancing comfort and agility as well as turn-in response. The result: even greater driving pleasure.

Standard wheel specifications are 17-inch Cayenne alloys on the new Cayenne, 18-inch Cayenne S II alloys on the Cayenne S and 18-inch Cayenne Turbo II alloys on the Cayenne Turbo. Optional alternatives include the new 21-inch Cayenne Sport and 21-inch Cayenne SportPlus wheels.

Among the other wheel options is a new evolution of Tyre Pressure Monitoring (TPM – see page 69) Early warnings of pressure loss are automatically displayed in the instrument cluster.

The front brake discs measure 330 mm on the new Cayenne and 350 mm on the Cayenne S. The rear diameter on both models is 330 mm. On the new Cayenne Turbo, the brakes have been uprated to match the increased capability of the engine. Disc diameters are 368 mm at the front and 358 mm at the rear. All Cayenne models are equipped with six-piston monobloc aluminium fixed calipers at the front, with four-piston units at the rear. The calipers are black on the Cayenne, silver on the Cayenne S and red on the Cayenne Turbo.

All three new Cayenne models have a new evolution of 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 new standard feature on all three Cayenne models is the integrated 'Sport' mode function. When the 'Sport' button is pressed on the centre console, the engine becomes more responsive. Tiptronic S is also switched to a more positive gearshift map. The air suspension drops to Low Level I while PASM and PDCC also switch to 'Sport' mode. Combined, they create a driving experience that is even more direct and rewarding.

To enhance the engine acoustics, the new Cayenne S can also be equipped with an optional sports exhaust system. Available in conjunction with Tiptronic S only, it comes with specially designed dual-tube tailpipes.

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

Loading is also facilitated by the optional loadspace management system (see page 147) which can also be used to secure luggage and other items when travelling.





The new Cayenne models

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

Three unique expressions of the power of momentum.



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

The new Cayenne.

The new Cayenne is an exceptional all-rounder, combining on-road performance with off-road capability, comfort and occupant safety.

Its powerful V6 engine features direct fuel injection, variable valve timing on inlet and exhaust and a variable resonance intake manifold. The results: significantly increased power and torque with lower fuel consumption.

When 'Sport' mode is selected using a button on the centre console, the engine map is modified for even greater performance.

The V6 unit has a 3.6-litre capacity offering 213 kW (290 bhp) at 6,200 rpm and 385 Nm of torque from as low as 3,000 rpm. With the standard six-speed manual gearbox, the new Cayenne requires 8.1 seconds to reach 100 km/h (62 mph). Maximum speed is 227 km/h (141 mph).

The optional six-speed Tiptronic S is now equipped with standby control for even better fuel economy (see page 56).

With its precision steering, sports chassis setup and all-wheel drive, the new Cayenne offers excellent agility and dynamics. Thanks to Porsche Traction Management (PTM) and the new Porsche Stability Management (PSM), engine torque is precisely applied in all conditions. In difficult off-road 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.

The interior of the car offers generous comfort and leather upholstered seating for up to five adult occupants. Both front seats have 12-way electric adjustment.

Other standard features include air conditioning and the CDR-23 CD radio with two-tuner frequency diversity and 12 loudspeakers. The rear luggage compartment provides 540 litres of loadspace. With the rear seats folded, this is increased to 1,770 litres. For easier loading, there's an optional automatic tailgate. Other transport options include a roof transport system and a choice of towbar devices (manually detachable or electrically retractable). Both can be used with braked trailer loads up to 3,500 kg.

Naturally, the car has a comprehensive package of passive safety features: 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 bodyshell is constructed from multi-phase steels and includes special deformation zones and side impact beams that protect the passenger cell. Among the many active safety features on the car are the standard Porsche brakes.

As you can see, exceptional performance is the least you can expect from a Porsche.



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

The new Cayenne S.

The Porsche 'S' is the mark of powerful sporting performance. A major part of our heritage, it is fittingly applied to the new Cayenne S.

As always, it signifies heightened capability, even better dynamics and even greater driving pleasure.



To experience its immediate and exhilarating effects, simply drop down a gear on the six-speed manual gearbox (six-speed Tiptronic S available as option) and apply the throttle on the 4.8-litre V8 engine, now with direct fuel injection. Powerful yet refined, its torque is transmitted through 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).

Aided by a new variable resonance intake manifold, the naturally

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

The engine sound is typically Porsche – even more so with the addition of the optional sports

exhaust system available in conjunction with Tiptronic S. As well as enhancing the acoustics of the car, it features twin dual-tube tailpipes. The sports sound setting is automatically enabled whenever the general 'Sport' mode is selected using the button on the centre console.

The handling characteristics and general driving properties are exemplary for a car of such enormous versatility. Equally impressive are the standard safety systems, particularly the larger

brakes compared with the new Cayenne. These are instantly identifiable by the silver-coloured calipers, featuring a fixed monobloc aluminium construction with six pistons at the front and four at the rear. The brakes are combined with a new evolution of Porsche Stability Management

(PSM – standard on all Cayenne models) to achieve a further reduction in braking distances (see page 94).

Additional interior features include fully automatic climate control, outer door-sill guards in stainless steel, a satin aluminium

finish on the gear lever surround, an Aluminium Look finish on the instrument dials and grained leather upholstery on the centre console armrest.

All in all, there is only more one thing it requires: to be driven.



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

The new Cayenne Turbo.

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

The new Cayenne Turbo is a very special interpretation of the Porsche performance principle. Uncompromisingly athletic, it provides the technological benchmark for all-terrain vehicle design.

Start the ignition, and immediately you sense the power latent in the new 4.8-litre twin turbo V8 engine. Featuring direct fuel injection, it develops 368 kW (500 bhp) at 6,000 rpm with 700 Nm of torque between 2,250 and 4,500 rpm. This enormous potential is transmitted to the road through the standard six-speed Tiptronic S. Running on new 18-inch Cayenne Turbo II wheels, the standard sprint to 100 km/h (62 mph) is completed in just 5.1 seconds. By 210 km/h (131 mph), the air suspension has automatically dropped to increase stability and

aerodynamic efficiency. Not until 275 km/h (171 mph) does the car reach maximum speed.

The standard Porsche Active Suspension Management (PASM) continuously modifies the damping force on each wheel based on changing road conditions and individual driving style. The optional Porsche Dynamic Chassis Control (PDCC) helps to minimise roll when cornering. Occupant comfort is further enhanced, as is 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. While this is happening, Porsche Active Suspension Management (PASM) is also switching to 'Sport' mode. The air suspension system automatically drops to the more streamlined Low Level I.

The new braking system in the Cayenne Turbo offers faster deceleration thanks to



large-diameter discs measuring 368 mm at the front and 358 mm at the rear. Other active safety features include Bi-Xenon headlights with static and dynamic cornering lights.

The Comfort seat package, included as standard equipment, has enhanced memory functions for driver and front passenger. The

leather interior includes contrasting seams on the door panels and upper dashboard section. For the ultimate in-car audio, the car is equipped with the BOSE® Surround Sound System. Other standard features include Porsche Communication Management (PCM) with satellite navigation and interior trim elements with satin aluminium finish.

Building on the tradition of the turbocharged Porsche, the new Cayenne Turbo is uncompromising in performance, a technological benchmark, yet remarkably practical in everyday use. Virtually unlimited in its all-terrain capability, it breaks new ground in comfort and occupant safety.



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.

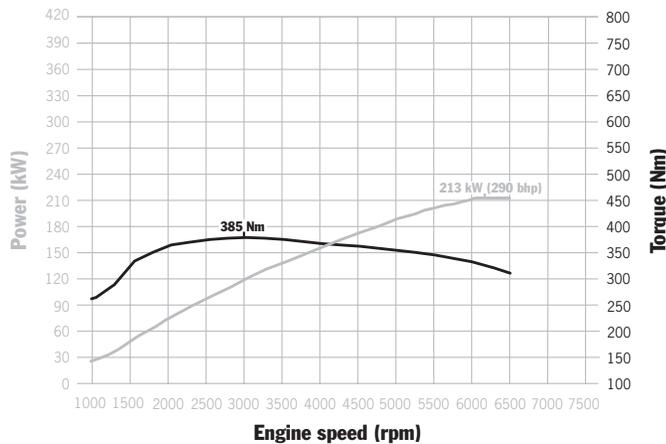
The engine is the heart of every Porsche. It is the origin of its power, presence and sound, its inimitable character and performance.

In the new Cayenne models, we've used specially updated V-type units featuring direct fuel injection (DFI). All three are designed for super unleaded petrol on account of its superior efficiency and power density. (For more information on direct fuel injection, see page 42).

Compared with the previous generation, the new Cayenne engines offer significantly higher specific power and torque as well as better fuel economy and emissions.



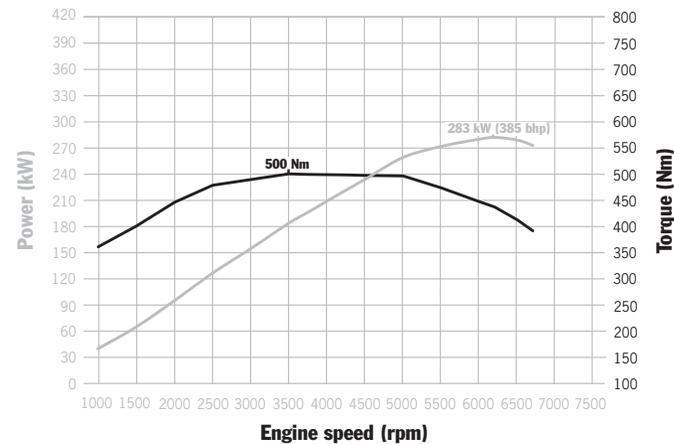
Cayenne engine



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



Cayenne S engine



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

All three units are remarkably compact, in spite of their generous displacement. The engine cooling system is extremely effective, coping easily with heavy trailer loads.

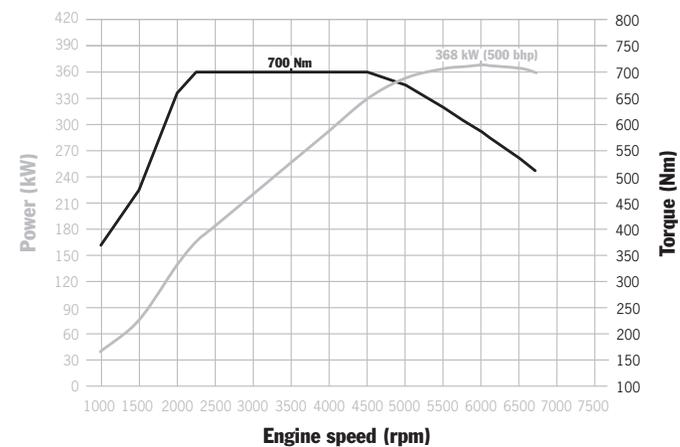
The new Cayenne has a naturally aspirated 3.6-litre V6 engine with all the power and acoustics you'd expect from a Porsche. Special features include direct fuel injection and variable valve timing. Maximum power output is 213 kW (290 bhp) at 6,200 rpm with maximum torque of 385 Nm at 3,000 rpm. The results: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



Cayenne Turbo engine

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

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



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

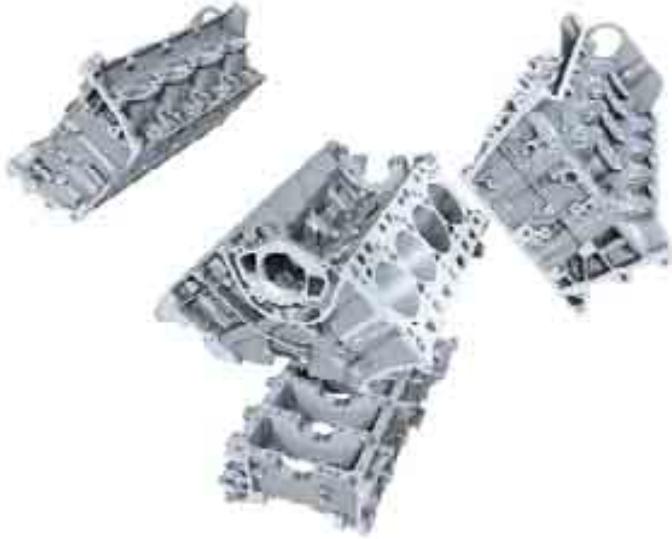
Power is the product of efficiency.

Lightweight alloy engine construction.

'Less is more' is a Porsche design principle – not least when it comes to engine weight.

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

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



V8 engine

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

The updated V6 in the new Cayenne has a cast-iron crankcase and one-piece cylinder heads in die-cast aluminium. This combination provides a significant increase in engine output per unit of total capacity.

Consistent performance and a longer service life.

Engine cooling system.

A high-performance engine can only give good and lasting performance if all its components operate consistently within a specific temperature range.

The V8 units on the new Cayenne S and Cayenne Turbo have a specially optimised coolant management system offering effective control of temperatures throughout the engine. While 20% of coolant flows longitudinally through the crankcase, the remaining 80% serves the cylinder heads using the proven cross-flow principle.

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

Each engine remains within its optimum temperature range in all operating conditions. Clearances throughout the engine are extremely

small, thereby reducing wear. The entire cooling system is specifically designed for prolonged heavy-duty operation, either in difficult, high-torque off-road terrain or when towing or carrying heavy loads.

As well as reducing emissions, noise and fuel consumption, the engine cooling system helps to maximise performance in every respect.

Lubrication.

The V8 engines in the Cayenne S and Cayenne Turbo feature integrated dry-sump lubrication. This race-developed technology ensures a consistent oil supply to every part of the engine in all load conditions. Rather than using an external tank, the oil reservoir is

located inside the engine. As well as saving space and reducing weight, the oil is always there where it's needed. A variable-output pump modifies the flow of oil as conditions in the engine change.

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

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

Controlling fuel delivery for optimum combustion.

Direct fuel injection (DFI).

All three new Cayenne models feature direct fuel injection.

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

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

the fuel as it enters each chamber increases the mixing of air/fuel and therefore improves the combustion process.

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

By forming the air/fuel mixture directly in the combustion chamber, DFI contributes to engine cooling.

As a result, it was possible to increase the compression ratio and with it the power and efficiency of the engine.

The injection process is continuously adjusted by the engine management system based on changing throttle inputs and performance requirements. Throughout each journey, the air/fuel mix is monitored and adapted as required. Oxygen sensor circuits within the exhaust system provide accurate emissions control (see page 52). As well as protecting the wider environment, this helps to lower ownership costs.

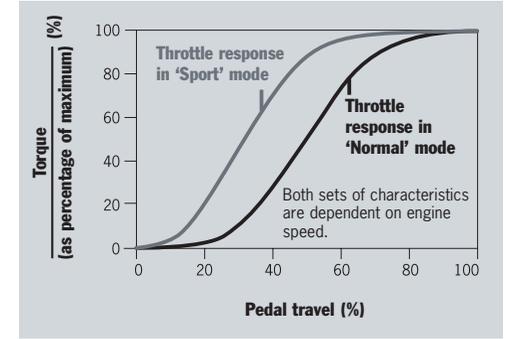


From road to racetrack. At the push of a button.

‘Sport’ mode.



‘Sport’ button in centre console



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

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

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

On the Cayenne S with Tiptronic S, the 'Sport' button is also used to activate the optional sports exhaust system.

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

Variable valve timing in the V6 engine.

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

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

The key benefits of variable valve timing include better fuel economy, lower emissions and, above all, better power and torque – even at low engine speeds.



Increasing torque. Reducing fuel consumption.

VarioCam Plus in the V8 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 exceptionally smooth running characteristics.

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



VarioCam Plus (V8 engines)

To improve responsiveness when starting from cold, VarioCam Plus selects the higher lift setting and retards valve timing.

At medium revs and minimal load, the valve lift is lowered and timing advanced to minimise fuel consumption and emissions.

At low engine speeds in particular, VarioCam Plus significantly improves fuel economy. To achieve maximum power and torque, the valve lift is raised and the timing advanced.

Overall, the system provides greater power and torque with relatively modest fuel consumption.

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

Air intake system.



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

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

The Cayenne Turbo is equipped with twin turbocharger units described on the following page.

Although 'naturally aspirated', the new Cayenne and Cayenne S provide highly impressive torque output ratings at lower engine speeds.

Sometimes pressure inspires the best performance.

Turbocharging system in the new Cayenne Turbo.

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

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

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

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

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

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

reaching temperatures where oil degradation would otherwise occur.

For the driver, the system offers seamless delivery of phenomenal engine power.



Using total control to enable maximum freedom.

Engine management system.

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

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

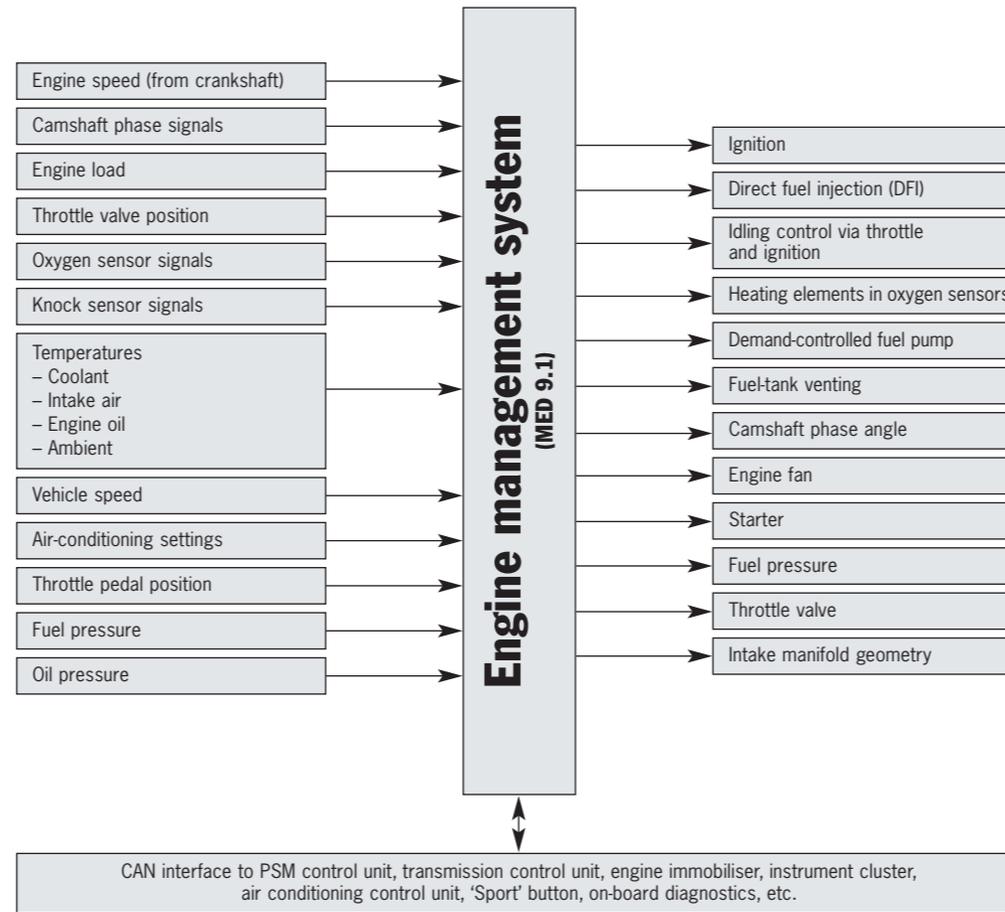
One of the most important systems controlled by engine management is the electronic throttle, a key prerequisite for Porsche Stability Management (PSM). Other major functions include on-board diagnostics and cylinder-specific knock control featuring automatic compensation for changes in fuel quality.



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

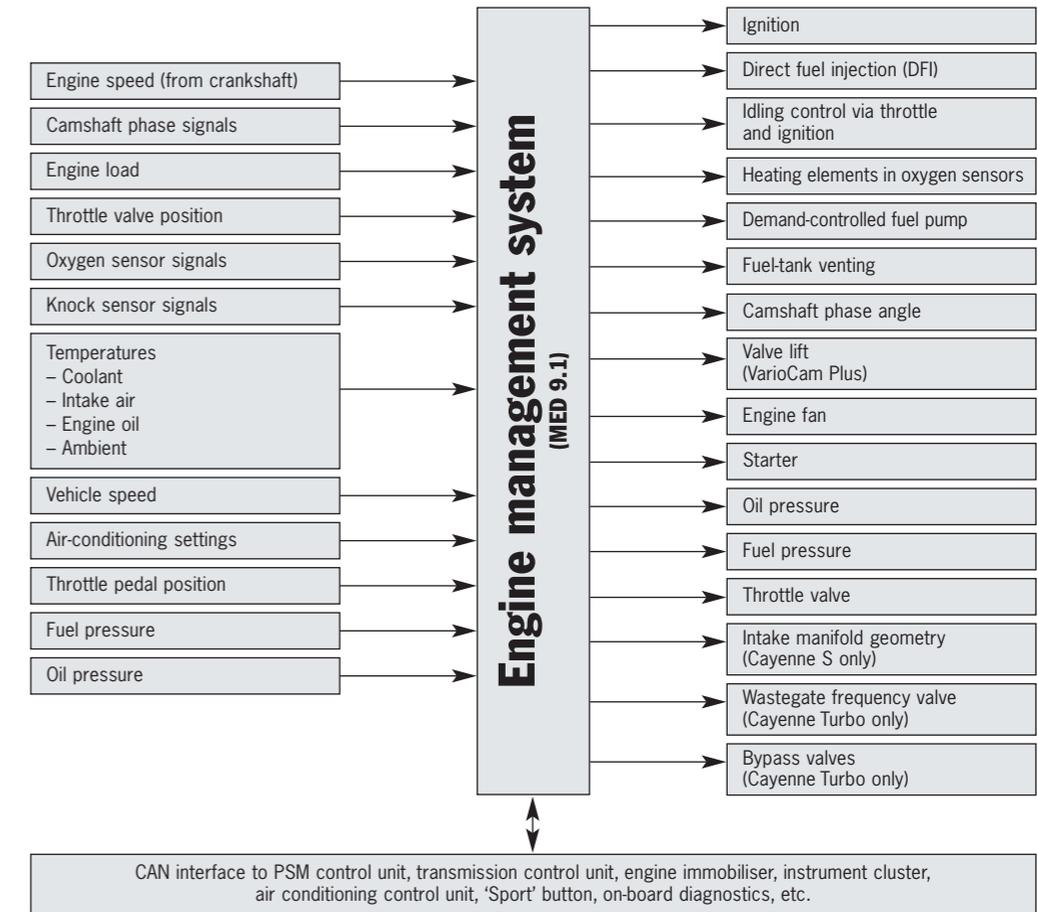
Engine management in the new Cayenne.

Input data



Engine management in the new Cayenne S and Cayenne Turbo.

Input data



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

Ignition system.



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

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

better performance and fuel economy as well as lower emissions.

Filtering emissions for a purer driving experience.

Exhaust system.

The lightweight exhaust systems in the new Cayenne models are made from special, ultra-durable stainless steel.

Short exhaust manifolds enable rapid heating of the primary catalysis, a basic prerequisite for early emissions control.

The engine management system is also involved in preventing emissions at source. Inside each of the primary catalytic converters are two oxygen sensors. These supply a real-time analysis of exhaust gas composition. Based on this information, the engine management system can adjust the air/fuel mix as required.



Single-tube tailpipes on Cayenne and Cayenne S



Dual-tube tailpipes on Cayenne Turbo

This 'stereo Lambda' control circuit keeps emissions low in all operating scenarios. The key features of the primary and main catalysis are high efficiency, faster warm-up, a long service life and consistently lower emissions (for more details, see page 104).

The new Cayenne S is also available with an optional sports exhaust system. Offered in conjunction with Tiptronic S, it has a performance sound setting which is automatically enabled when 'Sport' mode is selected via the 'Sport' button on the centre console. Also included in the package is a pair of specially designed dual-tube tailpipes. Please note that fitment of this system restricts the car's off-road capability.

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

Spend less on ownership. And more time on the road.

Servicing.



Longer service intervals are not only more convenient and financially attractive, they are also easier on the environment. With parts and fluids having a longer service life, there are fewer materials for disposal.

On the new Cayenne S and Cayenne Turbo, the engine oil and filter do not have to be replaced until 30,000 km (20,000 miles) or two years on the road. On the new Cayenne, the oil service interval is dependent on vehicle usage.

A new set of spark plugs is required after 60,000 km (40,000 miles) on the new Cayenne and Cayenne Turbo, and 90,000 km (60,000 miles) on the new Cayenne S. The air filter element only needs replacing every 120,000 km (72,000 miles).

Precision control for road and track use. Comfort and durability for all terrain.

Six-speed manual gearbox.

Standard equipment on the new Cayenne and Cayenne S, the six-speed manual gearbox is specifically designed for the loads encountered under maximum torque.

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

The gear lever throw is short and precise, with 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 having to use the brakes when operating the clutch.

For optimum comfort, the gear linkage is insulated from the drivetrain, i.e., there is no vibration in the gear lever.

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

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



Gear lever

The six-speed manual gearbox will be available from mid-2007.



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

Six-speed Tiptronic S.



Tiptronic S gearshift control on steering wheel

This new evolution of Tiptronic S is standard on the new Cayenne Turbo and optional on the new Cayenne and Cayenne S. Upgraded to match the revised engine range, it is now equipped with standby control. With six forward gears available, it provides smooth power delivery in both on and off-road use.

In automatic mode, the system can choose from multiple gearshift patterns. These range from a basic 'Economy' programme for normal road use to a 'Sport' configuration for maximum performance. Each gearshift point is automatically

selected based on current driving style and road conditions. More often than not, the system changes gear precisely where you would have yourself. Within a short space of time, you'll be able to influence gearshifts using the throttle alone.

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

In low-range mode, the system automatically adapts the gearshift pattern for optimum off-road performance. The low-range gearing can be selected even while travelling at speeds of up to 15 km/h (9 mph). You can also return to high-range mode at up to 30 km/h (18 mph).

For complete manual control, simply slot the system into manual

mode and use the gearshift controls on the steering wheel. If you prefer, you can change gear using the gear selector lever on the centre console. Simply nudge the lever forwards to change up, and backwards to change down. Whichever method you use, the system responds with virtually no delay.

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

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

load. This, of course, reduces fuel consumption.

Other useful functions include a warm-up programme which temporarily suppresses upshifts to maintain higher engine speeds, thereby accelerating the warm-up process in the catalytic converters. As a result, emissions are significantly reduced. 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, overrun downshifts are prevented. Mid-corner gearshifts are also suppressed, enhancing stability and safety.

Under heavy braking, the system shifts down to maximise engine braking. An incline sensor seamlessly adjusts the gearshift pattern so that the car remains

in a lower gear when climbing or descending a gradient. As well as improving uphill acceleration, this makes better use of engine braking on descent.

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

The gearbox itself is equipped with a dedicated cooling system. Specifically configured to match the huge capability of each Cayenne model, it is also designed for heavy-duty transport and towing applications, as well as off-road use.



Tiptronic S gear selector

Applying power with safety.

Porsche Traction Management (PTM).

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

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

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

Other major features in PTM include a two-speed transfer gearbox (with low-range gearing for off-road use), an automatic brake differential (ABD) for better traction, and anti-slip regulation (ASR) for greater stability

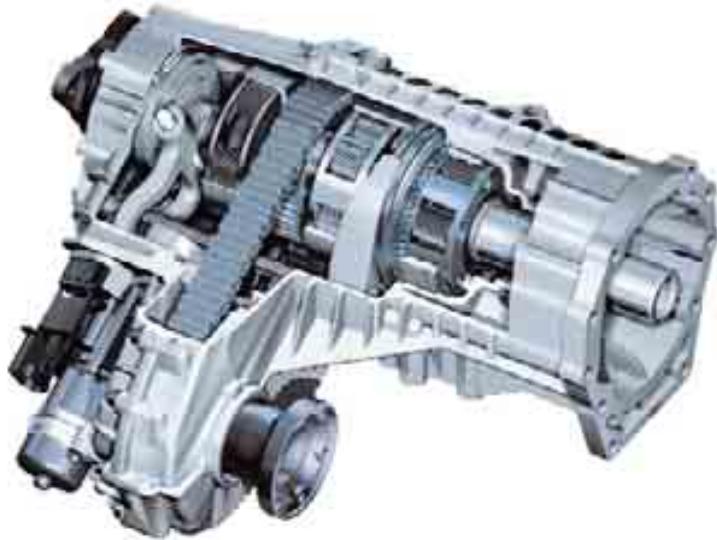
under acceleration. Combined, they enable exceptional performance and vehicle control on or off road.

PTM uses the ABD and ASR functions to achieve a higher standard of handling and grip, without any intervention from the driver.

If one of the wheels is about to lose traction, PTM uses the ABD system to apply the corresponding

brake. Torque that would normally be delivered to that side is automatically transferred to the opposite wheel. If both wheels on one axle are in danger of slipping, ASR immediately intervenes and modifies engine output to maintain traction.

All PTM functions are fully automatic. All you have to do is choose high-range mode for road and track driving or low-range mode for additional off-road traction. These are selected using a single control on the centre console. In low-range mode, the gearing is reduced to enable difficult off-road manoeuvres or to maximise on-road traction with heavy trailer loads.



Transfer gearbox



All-wheel drive system



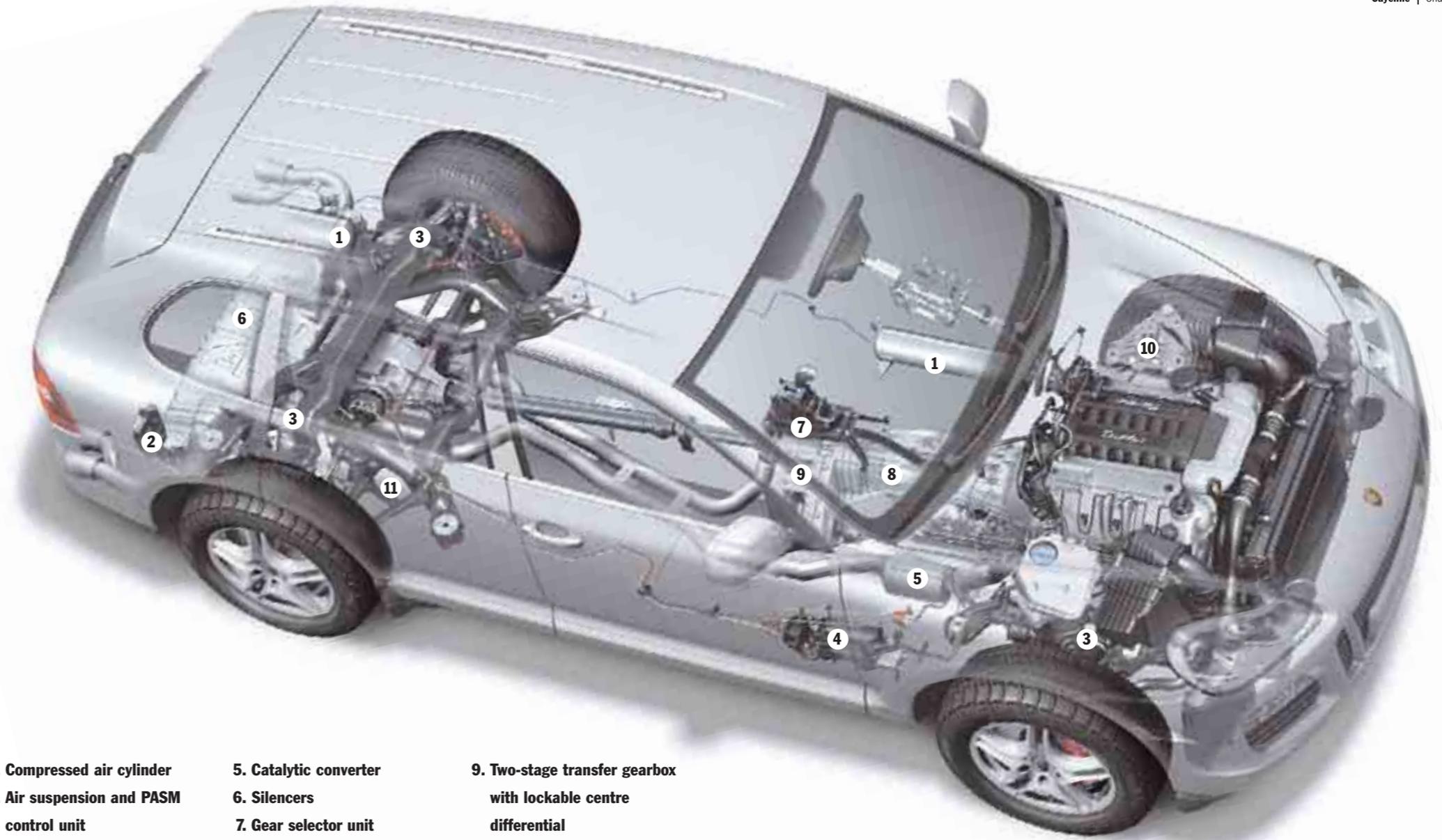
Chassis

Precision.
One of the most important
words in the Porsche
engineering vocabulary.

Essential both in the application
of power and in feedback 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

**Uncompromising in design.
Unrivalled on the road.**



Front axle (Cayenne Turbo)

Front axle.

A powerful and responsive Porsche engine requires an equally responsive chassis. Only then is it possible to transmit that power to the widest range of terrain.

To achieve that aim, the front axle concept on the new Cayenne models features subframe-mounted double wishbone suspension with a broad-based geometry between the upper and lower arms. By raising the top wishbones, we've

reduced the forces acting on the front wheels, allowing greater precision in terms of wheel location. The agility of the car is significantly improved, with minimal interference on uneven terrain.

The subframe is secured on large rubber mountings that also reduce road noise to a minimum. The result: even greater enjoyment of the Porsche engine sound.

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

is specially constructed to increase the rigidity of the car.

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



Rear axle (Cayenne Turbo)

Rear axle.

A balanced chassis sounds simple enough, however it is not so easy to attain.

On the new Cayenne models, we arrived at a solution with the aid of multi-link rear suspension. This is designed to cope not only with the prodigious traction available in each car, but also with their exceptional load-carrying and towing capability.

The lower suspension links and track rods are specially constructed from sheet steel. The additional strength which this provides is particularly valuable in off-road use. The upper links are located high in the wheel arches and can therefore be made from lightweight forged aluminium.

The suspension struts are angled to allow longer suspension travel as well as a deeper and wider cargo area and therefore greater comfort.

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. A chassis as you would expect it from Porsche. Developed in Weissach.

Prodigious power requires equal precision.

Steering.

The power and momentum of the Porsche Cayenne requires total directional control.

To enhance the car's agility, both on and off-road, we've combined a variable steering ratio with special valve settings on the power-steering system. Lock-to-lock travel is a modest 2.65 turns, while the turning circle is just 11.7 metres.

The steering wheel can be adjusted by 50 mm for reach and 40 mm for height. Both adjustment options are manual on the new Cayenne and new Cayenne S, and electrically assisted on the new Cayenne Turbo. Electric adjustment is also available as an option on the Cayenne and Cayenne S in conjunction with the optional Comfort or Sports seat packages.

The electrically adjustable steering column has a driver-selectable 'Easy Entry' function, which raises

the steering wheel clear of the seat whenever you enter or leave the car. The Comfort seat package (standard on the Cayenne Turbo, optional on the Cayenne and Cayenne S) has an enhanced memory function that stores your wheel position preferences – along with your seat and exterior mirror settings – on the standard key remote.

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

Servotronic.

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

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

At lower speeds, it enables easy manoeuvrability and parking.

In a world of increasing metrification, some things are best left imperial.

Wheels.

The new Cayenne is fitted as standard with the 17-inch Cayenne wheel. The new Cayenne S and Cayenne Turbo are each equipped with a new wheel design: the 18-inch Cayenne S II and the 18-inch Cayenne Turbo II.

For even greater impact, you can choose from a range of new wheel options, including the 21-inch Cayenne Sport and 21-inch Cayenne SportPlus, both in conjunction with colour-coded wheel-arch extensions. For details of these and all other wheel options, see pages 162/163.

Tyre Pressure Monitoring (TPM).

The latest generation of the optional TPM system provides early warning of any drop in pressure via the on-board computer display. In addition, the driver can check the individual pressures in all four wheels via the multi-purpose display in the instrument cluster. The new version of TPM provides a much quicker pressure update after changing or re-inflating a tyre. It also provides a much faster calibration process after fitting a new set of tyres and prompt display of the new tyre pressure data.



17-inch Cayenne wheel



18-inch Cayenne S II wheel



18-inch Cayenne Turbo II wheel

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

Air suspension.

The new Cayenne Turbo is equipped with an air suspension system featuring self-levelling, ride-height control and PASM as standard. The system is available as optional equipment on the new Cayenne and Cayenne S.

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

1. High Level II.

(56 mm above Normal Level; maximum ground clearance: 271 mm): Selectable at speeds of up to 30 km/h (19 mph) for extreme off-road use. Capable of approaching gradients of 31.8° without fouling front of car.

2. High Level I.

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

3. Normal Level.

(maximum ground clearance: 215 mm*): Standard ride height on Cayenne models with steel-sprung suspension.

4. Low Level I.

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

5. Low Level II.

(34 mm below Normal Level; maximum ground clearance: 181 mm): Automatically selected when the car accelerates beyond 210 km/h (130 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.



High Level II: 271 mm



Normal Level: 215 mm



Loading Level: 161 mm

* at DIN unladen weight/EC.

Active damping adjustment for optimum performance and comfort.

Porsche Active Suspension Management (PASM).



PASM, included as standard on the new Cayenne Turbo, is an electronic damping control system. It offers continuous adjustment of individual damping forces based on current road conditions and driving style. PASM is also available as an option on the new Cayenne and Cayenne S

(in conjunction with optional air suspension).

When a car is driven assertively, or during heavy off-road use, there is an increased tendency for the body to 'roll' or sway, both laterally and longitudinally. PASM prevents this from happening,

thereby improving stability and occupant comfort.

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

Whichever one you select, the system uses a series of sensors to monitor the movement of the

body, e.g., under acceleration and braking as well as on poor road surfaces. It also gathers data on lateral acceleration, steering angle, brake pressure and engine torque. The PASM control unit then evaluates this information and modifies the damping force on each individual wheel in accordance

with the selected mode. The results are reduced body movement enabling greater car control and providing greater occupant comfort.

PASM remains active at all times, monitoring the forces on the car. If 'Comfort' or 'Normal' mode is selected, and the car is driven assertively, PASM automatically switches to a harder damper rating. As the dampers become stiffer, the car becomes more stable and easier to control.

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

For even greater comfort, PASM, as part of the air suspension system, can also be combined with the new Porsche Dynamic Chassis Control (PDCC).



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

Porsche Dynamic Chassis Control (PDCC).

Two major objectives of chassis design are optimum road holding and precision handling. Both of these can be further enhanced with Porsche Dynamic Chassis Control (PDCC). This optional aid is available for all new Cayenne models in conjunction with the optional air suspension featuring PASM.

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

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

For the driver, PDCC provides greater agility at every speed, more responsive steering and

stable load transfer characteristics. Combined, these represent a new benchmark in steering precision. Performance and comfort are both improved, and with them, driving pleasure.

When the low-range gearing is selected, PDCC automatically switches to off-road mode.

Essentially, this allows the two halves of each anti-roll bar to rotate further in opposition to each other. This in turn enables greater wheel articulation, improving traction on uneven surfaces. Since each individual wheel has greater contact with the ground, a greater proportion of drive torque is transmitted (see pages 82/83).

Vehicles with PDCC can be identified by the silver-coloured chassis controls on the centre console.



Cornering at speed without PDCC



Cornering at speed with PDCC



Off road

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

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

With the Hill Holder function in Tiptronic S, and Porsche Drive-off Assistant on vehicles with manual transmission, it is possible to stop on a hill and drive off again without ever using the brakes.

Porsche Hill Control (PHC) uses engine braking to enable slow and steady descent on otherwise hazardous gradients at speeds of up to 20 km/h (12.5 mph).

If one or more wheels begin to lose traction, PHC compensates by applying increased engine braking on those that retain contact with the ground. As it is no longer necessary to modulate the brake inputs, the driver can concentrate on steering the car.

When it comes to fording rivers, the Cayenne and Cayenne S have a maximum wading depth

of 500 mm. With the optional air suspension (standard on the Cayenne Turbo), the car is secure to a depth of 555 mm. The all-wheel drive systems reveal their full potential on loose off-road surfaces, such as mud, scree and furrowed earth.

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



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 new Cayenne models, the off-road Technology package incorporates an electronically variable and lockable rear differential as part of the standard all-wheel drive system. Other features include high-strength rock-rails with integrated skid plates, a reinforced engine-bay guard, enhanced protection for the fuel tank and rear axle, and a second towing lug. As on the standard centre differential, the rear axle unit features viscous multi-plate technology. This is used to achieve optimum distribution of engine drive torque to each of the rear wheels.

In difficult off-road terrain, it is extremely important that the torque supplied to each of the wheels does not exceed the traction available – otherwise, the wheel will simply spin. The rear differential provides a highly efficient and automatic means of supplying that torque in the precise proportions required.

If one of the rear wheels begins to slip, the rear differential varies the amount of torque transmitted through each drive shaft, thereby restoring traction.

In low-range mode, the rear differential can be manually locked

using the main off-road control on the centre console. Then both rear wheels receive the same amount of torque, regardless of surface conditions.

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



Safety

Seeking new paths.
Making new discoveries.
Yet always prepared for
every eventuality.
That's always been our
philosophy at Porsche.

And the key to our active and
passive safety systems.



A shining example of active safety.

Headlight system.

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

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

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



Headlight (Cayenne Turbo)



Headlight (Cayenne and Cayenne S)

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

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



Cornering light function on Bi-Xenon headlights

characteristics of each corner. Based on this data, the system then calculates the optimum angle of illumination up to a maximum swivel angle of 15° on the Bi-Xenon headlight units. As a result, the corner is easier to negotiate, and potential obstacles are easier to identify. The system is also available as optional equipment on the Cayenne and Cayenne S.

The static cornering lights are extremely useful when turning at



a junction, even at lower speeds. Depending on the amount of steering lock applied, they can, for example, provide helpful illumination of an unlit side street.

In addition, all new Cayenne models are fitted with round H11 foglights on the front apron.

Other exterior lights.

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

The reversing and brake lights are now fitted with light-emitting diodes. LEDs can also be found in the high-level third brake light.

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

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

Braking system.

Porsche braking systems are widely acknowledged as the benchmark in performance and durability. The new 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 3.5 tonnes.

All new Cayenne models are equipped with internally vented discs all round. This proven technology ensures consistent brake temperatures and therefore optimum performance, even during heavy use.

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

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

Braking is assisted by a tandem booster and a large-diameter brake master cylinder. The foot-operated parking brake uses a duo-servo system mounted on each of the rear discs. The new evolution of Porsche Stability Management (PSM) features two additional brake functions: electronic brake prefill prior to an emergency stop and all-wheel brake assist. (See page 94 for more information on PSM.)

The pistons on the front calipers on all new Cayenne models are fitted with temperature-resistant synthetic insulation elements.



Cayenne:
standard front brake with 330-mm disc



Cayenne S:
standard front brake with 350-mm disc



Cayenne Turbo:
standard front brake with 368-mm disc

By reducing heat transfer from the pads to the brake fluid, consistency and performance are enhanced.

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

Expecting the best means preparing for the worst.

Porsche Stability Management (PSM).

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

and lateral acceleration of the car. Using this information, it is possible to calculate the actual direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability. If necessary, PSM can also intervene in the engine management system to temporarily modify the amount of drive to the wheels.

The new evolution of PSM has two new functions which further reduce braking distances. If the throttle pedal is released suddenly, PSM automatically readies the braking system. The pressure in the brake lines is marginally increased, bringing each of the pads into light contact with the corresponding disc. If the driver goes on to apply the brakes, the calipers respond more quickly and the braking distance is reduced.

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

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

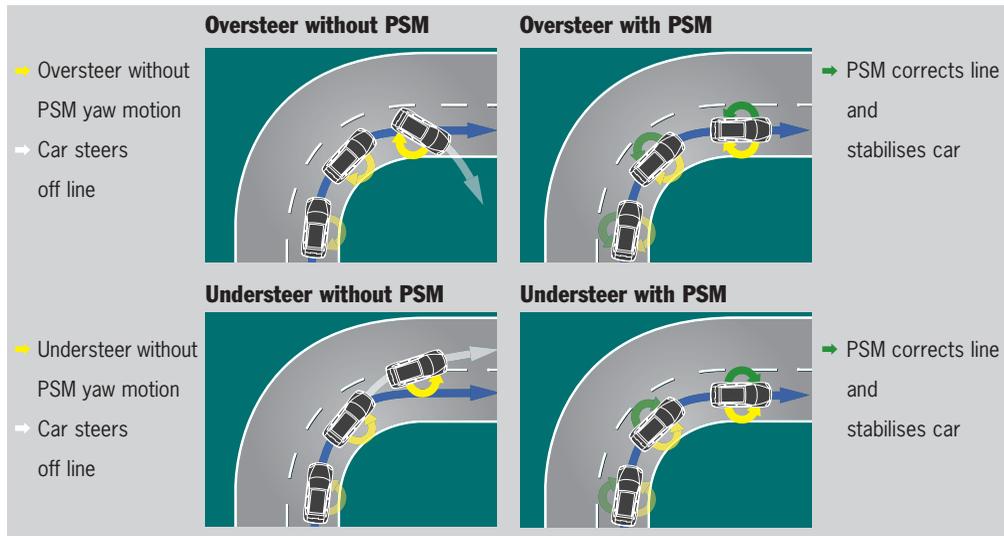
Other features include a special control strategy in the ABS for braking on loose surfaces such as gravel or snow. By briefly locking the wheels, a wedge is formed



ahead of each tyre which provides additional purchase to help slow the car.

For safety reasons, it remains active in the background, ready to intervene in critical scenarios.

For those occasions when you'd rather enjoy your Cayenne unassisted, PSM can be disabled.



Safety is more than skin deep.

Bodyshell construction.

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

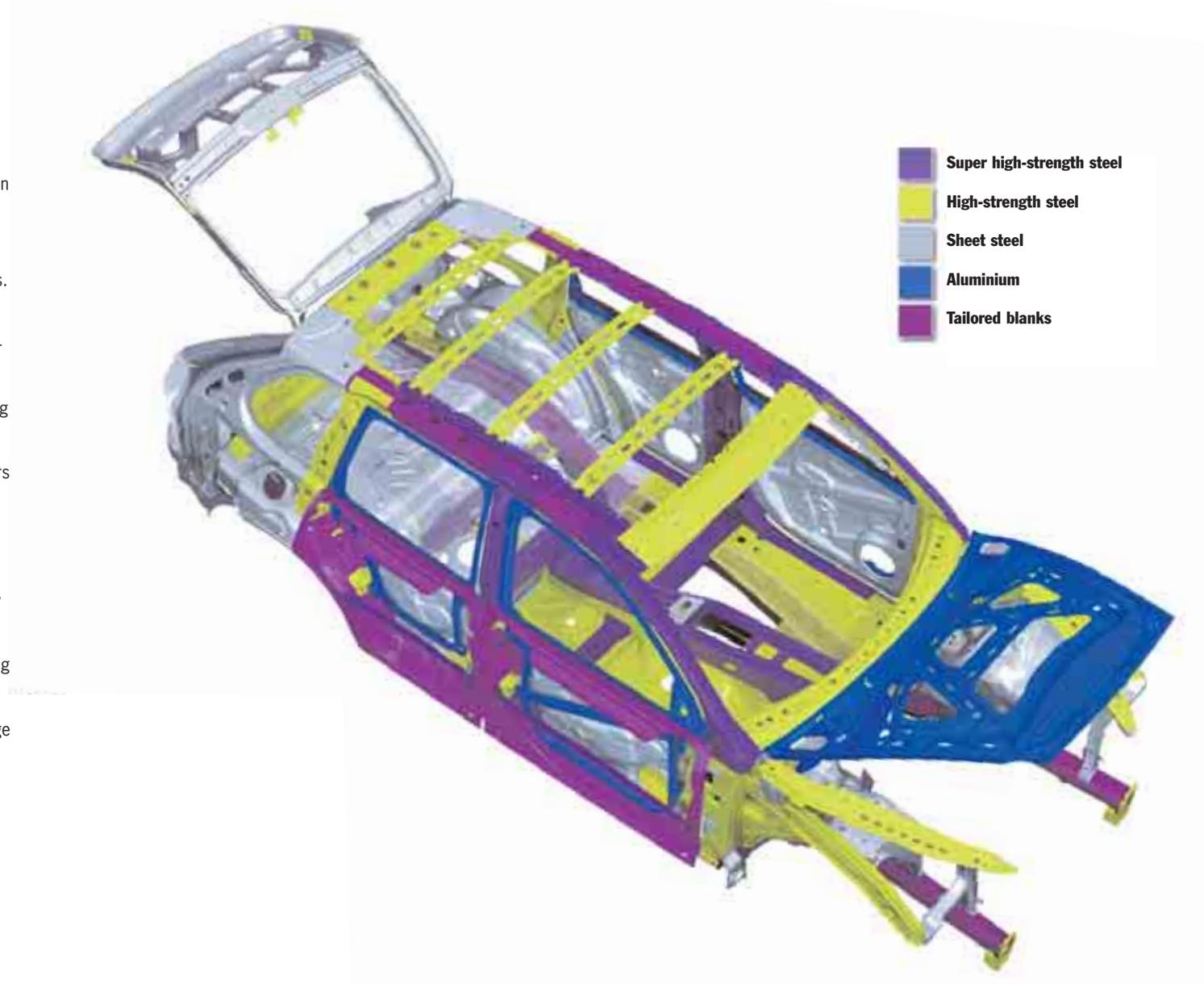
The triple-skin structure with robust three-box sections provides exceptional strength and occupant protection, particularly in the all-important roof and pillar area.

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

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

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

As a result of all these measures, the new 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.



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

Airbags.

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

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

The driver and front passenger airbags use a gas generant based on an organic propellant. As a result, the airbags are lighter, more compact and easier to recycle.

A roll-over detection system provides additional protection in the event that the car were to overturn. Using sensor-acquired data, it enables early deployment of the curtain airbags and triggers the seat-belt pre-tensioners.

Interior safety features.

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

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

can be quickly deactivated using a key-operated switch.





Environment

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

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

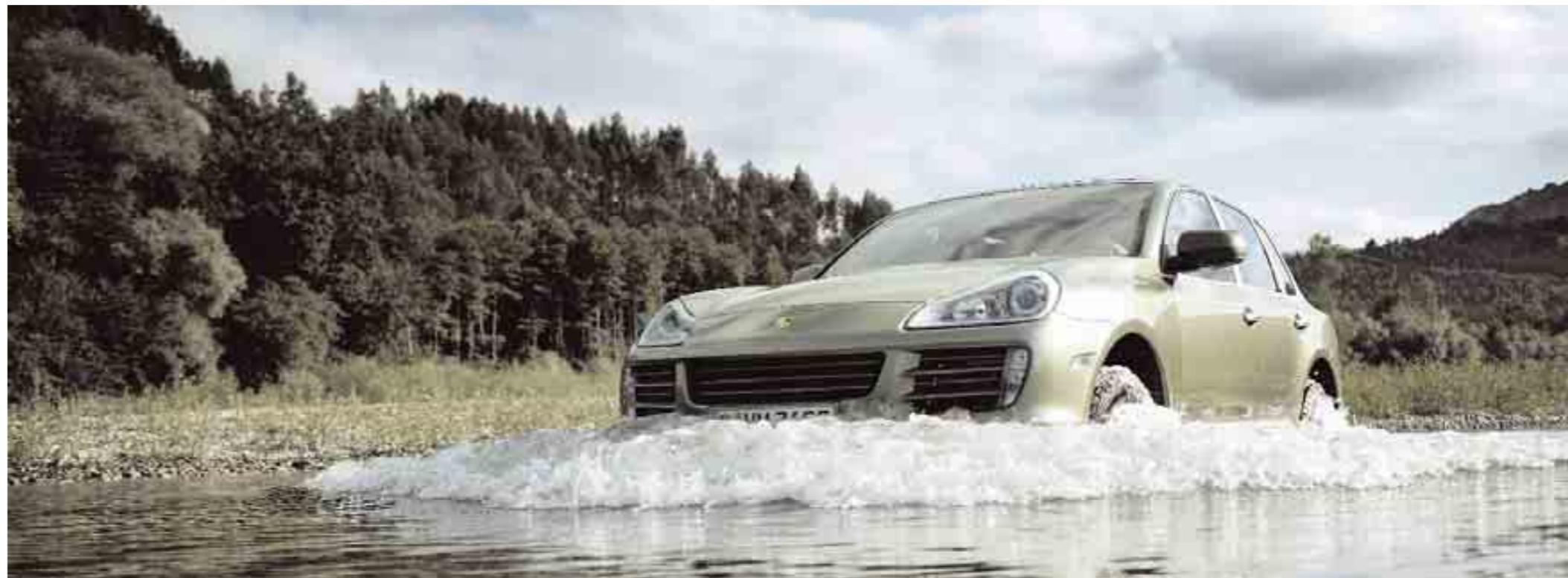
Because when we go to every
extreme, we do so in every respect.

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



The secret of performance?

Efficiency.



Exhaust emissions.

The new Cayenne models are equipped with the very latest in emissions technology. 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) regulations in the United States. Many pollutants have been eliminated at source, thanks to an advanced engine concept featuring direct fuel

injection, OBD II on-board diagnostics, VarioCam Plus (Cayenne Turbo and Cayenne S) and variable valve timing (Cayenne).

Any impurities that do leave the engine are immediately contained

by a system of primary and secondary catalytic converters on each of the two exhaust lines. Each catalyst has a rapid warm-up cycle so emissions are reduced sooner when starting from cold.

Another important feature on all Cayenne models is the use of twin oxygen-sensor circuits. Each bank of cylinders has a separate control system which is used by the engine management system to establish the optimum air/fuel mix

and monitor the efficiency of the catalytic converters.

Fuel economy.

You don't have to increase fuel consumption in order to increase performance. On the new Cayenne models, we've proven that fact with a range of new technologies. Direct fuel injection provides a major increase in engine efficiency, including greater fuel economy.

This is combined with VarioCam Plus in the V8 engines and variable valve timing in the Cayenne V6. Both of these systems offer a reduction in fuel consumption and exhaust emissions. Added to these is a new aerodynamic package with a further reduction in drag.

Fuel system.

The latest technologies have also been used to eliminate 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 multilayer plastics. A large active-carbon filter and multilayer plastic fuel tank help to 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.

Mechanical noise is eliminated within the engine by increasing the rigidity of individual components and using lighter and more temperature-resistant materials. Tolerances are reduced, and with them noise, which means there's no need for engine encapsulation.

Other features that enhance the acoustics include the air intake system and heavy-duty silencers in each exhaust tract. Both of these features remain fully effective throughout the life of the car.

Tyre noise was minimised during the development process in collaboration with our official tyre partners. With the car's sleek aerodynamics smoothing a path through the air, there's also less susceptibility to wind noise.

As a result of all these measures, the new Cayenne models easily comply with all noise regulations worldwide. Inside the cockpit, there's still the legendary sound you can always expect from a Porsche.



Servicing.

Although every journey is a pleasure in a Porsche, there's one you won't have to make too often. Thanks to lengthy service intervals, we may not be seeing you for some time. On the new Cayenne S and Cayenne Turbo, a service is required every 30,000 km (20,000 miles) or every two years. On the new Cayenne, the interval is dependent on individual vehicle usage.

Service tasks have been reduced to a minimum thanks to long-life, low-wear materials and components. The air filter element, for example, only needs replacing every 120,000 km (72,000 miles).

When the oil filter requires changing, an easily recyclable paper element is replaced, rather than the entire filter unit.

All moving parts inside the engine are fully self-adjusting. The valve clearances, for example, feature automatic hydraulic control.

The camshafts and intermediate shafts are driven by metal chains that never require any form of maintenance.

With single-spark coils on each of the cylinders, the entire ignition system, with the exception of the spark plugs, is completely maintenance-free. The plugs themselves only need replacing after 60,000 km (40,000 miles) on the new Cayenne and Cayenne Turbo or 90,000 km (60,000 miles) on the new Cayenne S.

These modest servicing requirements have numerous benefits, including reduced waste disposal and fewer demands on resources. They also bring down the cost of ownership while keeping your car on the road.

Materials and recycling.

Owning a Porsche should be a lasting pleasure. For you, and for the wider environment.

Which is why every Porsche is built to endure in terms of both engineering and design. The lightweight exhaust on the new Cayenne models, for example, is constructed from highly durable stainless steel.

As you would expect, lightweight engineering is a fundamental part of Porsche design. By using a greater proportion of high-strength materials, e.g., special steels, aluminium alloys and synthetic composites, we've successfully reduced the weight of each car and therefore its fuel consumption.

In addition, every production process is designed with the environment in mind. Every Porsche model is entirely free of



asbestos, CFCs, and components manufactured using CFCs. All legal requirements in respect of recycling are fulfilled. Materials are labelled in accordance with VDA 260, enabling better recycling of end-of-life vehicles and individual parts and assemblies.

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

longevity is fundamental to the Porsche philosophy and our positive use of resources.



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.

Every feature throughout the interior is designed with quality, comfort and performance in mind. Directly before you is the familiar Porsche cluster of five round instruments and a three-spoke leather steering wheel.

In the new Cayenne and Cayenne S, it comes with manual height and reach adjustment. In the new Cayenne Turbo, it is electrically adjustable and automatically heated.

A three-spoke multifunction steering wheel is available as an option on all Cayenne models. With the integrated function keys, you can control a range of systems with both hands on the wheel and your eyes on the road.

All three models come with leather upholstery on the seats, gear lever/selector, door handles, centre console grab handles and door panel armrests. On the new Cayenne Turbo, the leather extends to the dashboard, centre console, door panels and steering wheel airbag module.



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

A wealth of information. In a single glance.

Instruments.

The elegant cluster of five round instruments is familiar to every Porsche driver.

To the left and right of the large central dial are the analogue rev counter and speedometer. A digital speedometer can be found in the multi-purpose display in the central dial. This display is also used for a range of other key information: current gear selection (Tiptronic S), 'Sport' status when Sport mode is selected, optional Tyre Pressure Monitoring (TPM), system display in PTM off-road mode, and on-board diagnostics messages. It can also be used to configure and view information from the on-board computer.

The Cayenne Turbo has a 5-inch colour display as standard. Its generous size and high resolution enable easy legibility at all times.

The Cayenne and Cayenne S are both equipped with a 3-inch dot-matrix multi-purpose display. This is augmented by additional digital fields for the clock and odometer in the rev counter and speedometer dials, respectively.

The far-left dial on all Cayenne models contains the oil temperature gauge. The far-right dial displays the turbo boost pressure (Cayenne Turbo) or battery voltage (Cayenne and Cayenne S).



Instruments (Cayenne)



Instruments (Cayenne S)



Instruments (Cayenne Turbo)

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



Natural leather interior in Black/Chestnut Brown

Front seats.

There are many reasons to choose a Cayenne. One of the most compelling is comfort.

Both the new Cayenne and Cayenne S come with 12-way electrically adjustable seats as standard. As well as fore/aft,

height, backrest and squab adjustment, both front seats are equipped with lumbar supports featuring electrically adjustable height and depth.

The new Cayenne Turbo has a special Comfort seat package featuring 12-way electrical adjustment and an enhanced

memory function for up to three sets of occupant preferences. The driver-side memory stores seat, mirror, steering wheel and belt-height positions. On the passenger side, up to three seat positions can be saved and retrieved as required.

All seats are ergonomically designed for the optimum balance of comfort and feedback from the road. In addition, the side bolsters provide excellent cornering support.

The comprehensive range of adjustment options makes it easy to find the ideal driving position, regardless of physical build. For added comfort, both front seats have adjustable head restraints.

The seat belt buckle is mounted on the seat, which means the belt is always correctly positioned – no matter how the seat is adjusted.

Other important passive safety features include seat-belt pre-tensioners, force limiters and height adjusters (electrically adjustable on the Cayenne Turbo).

All Cayenne models are also available with an optional sports seat package (no-cost option on the Cayenne Turbo). Featuring higher side bolsters and a contoured

backrest, each seat provides greater lateral support. All adjustment options are identical to those on the Comfort seat package (standard seats on the Cayenne Turbo).

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



Porsche Crest embossed on head restraint



Sports seat

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



Rear seats.

Comfort and safety are essential in a Porsche – at every seat position. In the new Cayenne models, we've combined those qualities with exceptional practicality. To enable variable use of the luggage compartment, the rear seat backrest has a 60/40 split-folding facility.

All seats have three-point belts and detachable head restraints.

On the outer rear seats, the head restraints are height-adjustable. For added protection, we've used energy-absorbent elements on the seats, doors, roof pillars, roof and upper seat-belt deflection points.

Child seats can be fitted on both outer rear seats as well as on the front passenger's seat using the standard ISOFIX anchors.

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

Child seats.

The Porsche range of ISOFIX-compatible child seats provides safety and comfort for all passengers up to 12 years of age.

Available from Porsche Tequipment, they install quickly and easily on the front passenger's and outer rear seats. The child seats are fitted with telescopic arms that slot into ISOFIX mounting points between the respective backrest and squab. Note: fitment on front passenger's seat requires temporary deactivation of front airbag.

Genuine comfort is reflected in every detail.

Storage compartments.

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



Front cupholders



Glove compartment

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

Interior lighting.

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

Other interior lighting features include a roof-light delay, door handle illumination, front and rear footwell illumination, reading lights for all five seats and illuminated vanity mirrors in the sun visors.

Combined, they enable optimum use of the vehicle, day or night.

Power points.

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

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

Porsche Rear Seat Entertainment.

Available as a factory-fitted option from Porsche Exclusive or retrofit accessory from Porsche Tequipment, Porsche Rear Seat Entertainment comprises two video displays, one media player, two wireless infrared headphones and one remote control.

The system is compatible with all standard media formats (e.g., CD, DVD and MP3). A digital anti-shock memory ensures continuous, uninterrupted play. It is also possible to connect two separate and individually selectable AV sources, such as a games console or digital camera.

The system complies with the usual Porsche standards of safety and ergonomics and blends harmoniously within the passenger compartment.



Porsche Rear Seat Entertainment

The 7-inch swivel-mounted TFT displays are trimmed in matching interior leather and mounted on the front seat backrests. The media player is elegantly incorporated within the video display on the front passenger's seat.

**Perfect conditions.
Whatever the weather.**



4-zone air conditioning for rear seat area

Air-conditioning systems.

The new Cayenne has a manually operated air-conditioning system as standard. It can also be equipped as an extra-cost option with the standard fully-automatic climate control from the new Cayenne S and Cayenne Turbo. Featuring a simple push-button automatic mode, it comes with glove compartment cooling as well as independent temperature control on both front seats. Special features include an active carbon



Air-conditioning control panel (cover open) below PCM

filter – to exclude dust, pollen and external odours – as well as an air-recirculation system that is automatically enabled when the external air quality falls below a given threshold.

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

All new Cayenne models can also be equipped with optional

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

As the 'four-zone' name suggests, the driver and front passenger also have separate air conditioning. All controls are ergonomically designed for easy access and operation.

**Maximum visibility.
Maximum protection.**



Privacy glass

Heat-insulating glass.

The new 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 new Cayenne models have a water-repellent finish which automatically disperses moisture and dirt. The result: optimum visibility in poor weather conditions. (Note: surface finish may require occasional renewal).

Privacy glass.

The new Cayenne models are all available with optional privacy glass on the rear and rear side windows.

Enhancing convenience and safety.

Wiper system and rain sensor.

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

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

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

ParkAssist.

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

The front and rear LED displays are located on the dashboard and rear rooflining, respectively. A series of green, yellow and red lights indicate the relative proximity of any obstacle. An intermittent warning tone increases in rapidity as the obstacle is approached.

Reversing camera.

The optional reversing camera supplies high-resolution, high-contrast colour pictures to the PCM display. The system is useful during reversing manoeuvres or when preparing to fit a trailer. In off-road terrain, it can also be used to avoid otherwise unseen hazards. When not in use, the camera is automatically retracted to protect the lens.



Rain sensor



Reversing camera retracted



Reversing camera extended



Reversing camera display in PCM

Comfort, ergonomics and security.

Anti-theft protection.

The new Cayenne models are all equipped with a transponder-based immobiliser system and anti-theft alarm featuring ultrasonic interior surveillance.

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

The electronic immobiliser is automatically enabled when the key is not in the ignition. When the key is inserted, the system immediately confirms the ID code and the engine can be started as normal.

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

Porsche Entry & Drive.

With this optional system, you can use your Porsche without the use of a standard key.

To enter the car, all you need is to have the special electronic key in your pocket. As soon as you touch the door handle, the sensors register your presence and the key transmits its encrypted access code for verification. If the code is accepted, the doors are automatically unlocked and you can step inside. When you're ready to begin your journey, simply push the ignition button. After checking the code on your key once more, the system disables the immobiliser and starts the engine.

At the end of your journey, you can lock the car by pressing a button on the outside of the door handle. If the key is identified correctly, the car is locked, the immobiliser is enabled and the steering column is secured.

Preparation for vehicle tracking system.

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

Cruise control.

The new Cayenne models can also be equipped with optional cruise control. Standard on the Cayenne Turbo.

Offering comfort and convenience on long-distance journeys, it is available for use at any speed between 30 and 240 km/h (19 and 149 mph). The system is operated using a button on one of the control stalks.

Slide/tilt sunroof.

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



Slide/tilt sunroof

Comfort lighting package.

This optional package includes a 'Welcome Home' lighting function. When you arrive at a destination after dark, the headlights remain illuminated for a user-defined period, lighting your path from the car.

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

Explore the world.
In every direction.

Panoramic roof system.



The electrically operated panoramic roof system is available as an option on all new 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 (see figure a). The panoramic view can be enjoyed from all seat positions in every type of weather.

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

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

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

An electrically operated sunscreen protects the interior against direct sunlight. The entire roof system is operated using a single illuminated rotary control located on the roof console.

When the car is stationary, the roof can also be operated using the ignition key in the door lock. An anti-jam facility is also included.



Figure a



Figure b



Figure c

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

Porsche audio systems.

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

Each model is equipped with a high-quality audio system as standard: Cayenne and Cayenne S, with the CDR-23 CD radio; Cayenne Turbo, with Porsche Communication Management (PCM – see page 134) and the BOSE® Surround Sound System (see page 136).

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

CDR-23 CD radio.

The CDR-23 audio system is standard equipment on the new Cayenne and Cayenne S. Included with the package are a CD drive, 12 loudspeakers and four 25-Watt output stages. In radio mode, the RDS two-tuner frequency diversity function provides seamless switching to the strongest available signal

for your chosen FM station. The result: optimum reception at all times. There are 20 FM and 10 MW presets offering easy access to your favourite programmes. Dynamic Autostore searches the airwaves throughout your journey to provide the nine strongest signals at any time. With the EON facility, you can opt to hear traffic news updates from other stations. Other features include speed-dependent volume control and a high-resolution dot-matrix display offering excellent night legibility.

Instrument cluster display.

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

MOST® bus technology.

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

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

CDC-4 CD autochanger.

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



CDR-23 CD radio



PCM

Navigation, communication, entertainment.

Porsche Communication Management (PCM).

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

PCM terminal.

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

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

Voice control.

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

Audio system.

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

TV tuner.

The optional TV tuner supports analogue terrestrial services. Viewers can choose between two aspect ratios: 4:3 (standard) and 16:9 (widescreen).

On-board computer.

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

Navigation system.

At the heart of PCM is a GPS navigation system featuring dynamic route guidance. After



entering your destination, the calculated route is continuously checked against the latest traffic information (RDS/TMC). In the event of congestion, the system automatically calculates an alternative route. Selecting a destination is extremely simple, with a range of input options to choose from. The system then guides you throughout your journey using spoken instructions, visual directions and the PCM map display.

Extended navigation module.

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

Electronic logbook.

This optional addition to PCM enables you to automatically record on every journey the mileage, route distance, date and time as well as starting location and destination. Data can be downloaded from PCM and processed on a PC using software included with the package.

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

Telephone module.

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

Panoramic sound at all seat positions.

BOSE® Surround Sound System.

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

The BOSE® Surround Sound System provides the ultimate in digital in-car audio. Standard equipment on the new Cayenne Turbo, it is compatible with both Porsche Communication Management (PCM) and the CDR-23 CD radio. The system is designed to blend CD and radio output with the unique acoustics of the Cayenne models. This is achieved by tailoring all system components to the generous interior and adjusting sound output using BOSE® Signal Processing (BSP).



Loudspeaker (BOSE® Surround Sound System)

Simply push a button and you're immediately immersed in the lifelike audio of BOSE® Automotive Surround Sound. This proprietary technology uses additional audio channels at front and rear to create a rich and panoramic sound.

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

Special features include AudioPilot® noise compensation technology, which uses a microphone in the cockpit to monitor ambient sound and provide real-time adjustment of all output. The results are greater clarity and more consistent sound, with no need for continuous manual adjustment.

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



In doing so, it compensates for the reduced sensitivity of the human ear to the lower end of the frequency spectrum. The results are lifelike music quality at any volume, with rich layers of bass and natural voice reproduction. The system can even reach

concert hall volumes with no perceptible distortion.

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

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



Transport

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

In the new Cayenne models,
they form a new permutation.

And bring a new facet to the
concept of high performance.



Spacious and easy to use.

Luggage compartment.

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

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

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

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

The rear seat backrest features asymmetric split folding (40%/60%) and can be combined with a load-through facility with ski bag (no-cost option, also compatible with snowboard). When the backrest is fully folded, the loadspace expands to as much as 1,770 litres.

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

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

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



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)
- 3 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 new 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 smaller items, the rear screen can be opened independently using either the key remote or a button next to the rear wiper.



Rear screen



Button for automatic tailgate

Making even more of the luggage compartment.

Loadspace management system.



Loadspace management system

This optional facility enables you to partition the luggage compartment and secure individual objects during transit. The partitions are created using a special rail system with sliding telescopic bar. Objects can be secured using a fixing belt and four variable lashing eyelets. A reversible mat protects against dirt while securing luggage under braking, etc. A luggage net is also included.



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



Roof transport systems.

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

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

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

finish in conjunction with optional monochrome black exterior package). These can be combined with a set of transverse roof bars from Porsche Tequipment to offer a maximum roof load of 75 kg.

Towbar systems.

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

benefits that go beyond the pleasure of driving. When fully laden, you'll appreciate even more the powerful capability of the Cayenne engines.

For the largest of loads, you can choose from two towing options: an electrically retractable towbar system or a manually detachable towbar. With the electric system, the ball neck is retracted at the push of a button and concealed beneath the rear apron. Both options are available for all three Cayenne models and offer a maximum braked trailer load of 3.5 tonnes (with a maximum noseweight of 140 kg). All models have a towbar preparation as standard.

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



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 individual as you.



**Our colours.
Your combination.**

Every colour stimulates emotion – just like the Porsche Cayenne. Now you can enjoy their combined

effect with a choice of two solid and eight metallic exterior paints.

Solid exterior colours.



Black

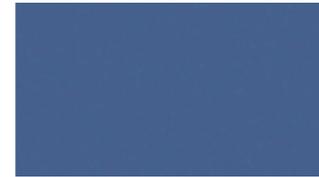


Sand White

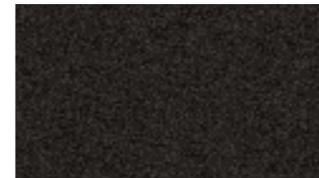
Metallic exterior colours.



Basalt Black Metallic



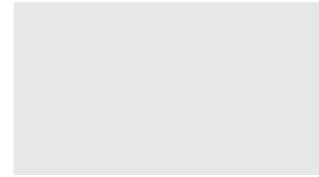
Ocean Blue Metallic



Dark Olive Metallic



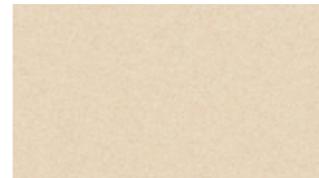
Carmon Red Metallic



Crystal Silver Metallic



Meteor Grey Metallic



Jarama Beige Metallic



Olive Green Metallic

The standard interior is available in three colour variants: Black, Stone Grey/Steel Grey and Havana/Sand Beige. The optional leather

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

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

Standard interior colours.

Dashboard/trim/seats.



Black



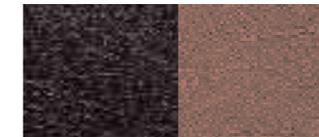
Stone Grey/Steel Grey



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

* Fabric on Cayenne and Cayenne S, Alcantara on Cayenne Turbo.

** Only available in conjunction with leather interior.

Exterior styling enhancements.

Monochrome black exterior package.

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

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

SportDesign package.

Also available as an option, the SportDesign package brings additional strength to the powerful character of the new Cayenne models. Included in the pack are a larger roof spoiler with fixed bi-plane wing profiles as well as colour-coded lower mouldings at the front, sides and rear. Each element has been tested and refined in the Porsche wind tunnel. As well as enhancing the exterior styling, the package appears to lower the ride height of the car. Note: fitment restricts off-road capability.

Stainless steel skid plates (front and rear).

These optional protective elements in genuine stainless steel lend additional presence to your Porsche. Designed as a package, both skid plates (front and rear) are also available separately.



Monochrome black exterior package



Cayenne with SportDesign package and 19-inch Cayenne Design wheels



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



Running boards

Exterior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Metallic paint	○	○	●	Code	154
• SportDesign package ^{*/**} : exterior paint finish on lower front/rear/side mouldings and extended roof spoiler featuring fixed bi-plane wing profiles and integral third brake light; side skirts (lower side mouldings) not included if ordered with Off-road Technology package or running boards ^{**}	○	○	○	2D1-2	156/157
• Side skirts (lower side mouldings) in exterior colour ^{*/**}	○	○	○	2D3	
• Running boards with integrated skid plates	○	○	○	VR1	158
• Wheel arch extensions in black	○	○	○	6GF	

* Reduces off-road capability.

** Introduction planned for 07/2007.

– not available ○ extra-cost option ● standard equipment W no-cost option

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



Stainless steel skid plate (front)



Stainless steel skid plate (rear)

Exterior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Stainless steel skid plate (front)	○	○	○	2JC	159
• Stainless steel skid plate (rear)	○	○	○	2JL	157/159
• Stainless steel skid plates (front and rear)	○	○	○	2JX	159
• Bi-Xenon lighting system with static/dynamic cornering lights and headlight cleaning system	○	○	●	PC1	90
• Porsche Entry & Drive	○	○	○	4F2	128
• ParkAssist (front and rear)	○	○	●	7X2	126
• Privacy glass on rear and rear side windows	○	○	○	PJ2	125
• Heat-insulating laminated glass on all windows	○	○	○	PJ1	
• Electric slide/tilt sunroof in glass	○	○	○	3FE	129
• Panoramic roof system	○	○	○	3FU	130



Roof rails/drip rails



Four-tube sports tailpipes



Towbar system with electrically deployable/retractable towball

Exterior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Sunscreen on rear side windows (manual)	o	o	o	3Y4	
• Roof transport system (adjustable transverse roof bars)	o	o	o	3S8	
• Roof rails/drip rails with matt Aluminium Look finish (black finish in conjunction with monochrome black exterior package)	o	o	o	3S1, 5	160
• Monochrome black exterior package: black finish on side window surrounds including B and C-pillar trim, door handles (excl. inlays) and door trim; additional black finish on Cayenne Turbo: standard roof rail system	o	o	o	QJ4	156/157
• Deletion of model designation	w	w	w	ONA	
• Four-tube sports tailpipes*	o	o	o	OP3	157/161
• Automatic tailgate	o	o	o	4E7	146

* Introduction planned for 07/2007.

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

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

Engine, transmission and chassis.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• 6-speed Tiptronic S	o	o	•	G0R	56
• Air suspension with self-levelling, ride height control and Porsche Active Suspension Management (PASM)	o	o	•	1BK	70/72
• Porsche Dynamic Chassis Control (PDCC)	o	o	o	0AW	74
• Servotronic (speed-dependent power steering system)	o	o	o	1N3	68
• 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	o	o	o	PT2, 3	84
• Sports exhaust system Cayenne S*	–	o	–	OP8	52
• Towbar system with electrically deployable/retractable towball**	o	o	o	1D9	149/161
• Towbar system with manually detachable towball**	o	o	o	1D2	149

* Only available in conjunction with Tiptronic S.

** Maximum towing capacity: 3,500 kg.



18-inch Cayenne S II wheel



18-inch Cayenne Turbo II wheel



19-inch Cayenne Design wheel



20-inch Cayenne SportDesign wheel



20-inch Cayenne SportTechno wheel



21-inch Cayenne Sport wheel

Wheels.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• 18-inch Cayenne S II wheel	○	●	–	C2R	162
• 18-inch Cayenne Turbo II wheel	○	○	●	CD3	162
• 19-inch Cayenne Design wheel	○	○	○	CJ3	157/162
• 20-inch Cayenne SportDesign wheel	○	○	○	CS5	162
• 20-inch Cayenne SportTechno wheel*	○	○	○	CY3	162
• 20-inch Cayenne SportTechno wheel in exterior colour*	○	○	○	CY4	
• 21-inch Cayenne Sport wheel with wheel arch extensions*	○	○	○	CY2	12/162
• 21-inch Cayenne SportPlus wheel with wheel arch extensions*/**	○	○	○	C9N	163

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

** Introduction planned for 07/2007.

– not available ○ extra-cost option ● standard equipment W no-cost option

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



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

Wheels.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• 21-inch Cayenne SportPlus wheel in exterior colour with wheel arch extensions*/**	○	○	○	C9S	
• All-season tyre for 17-inch alloy wheel	w	–	–	HV7	
• All-season tyre for 18-inch alloy wheel	w	w	w	H9M	
• All-season tyre for 19-inch alloy wheel	w	w	w	HP2	
• Full-size spare wheel with external holder, 17 (Cayenne only)/18/19/20-inch diameter ¹⁾	○	○	○	1G3	
• 18-inch collapsible spare wheel	○	○	○	1G1	
• Tyre Pressure Monitoring (TPM)	○	○	○	7K3	69
• Wheel centres with full-colour Porsche Crest	○	○	○	1NP	163

¹⁾ Not compatible with 20-inch Cayenne SportTechno wheel, 21-inch Cayenne Sport wheel or 21-inch Cayenne SportPlus wheel.



HomeLink®



Cruise control



Floor mats



Three-spoke multifunction steering wheel

Interior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Comfort lighting package: dimmable interior comfort lighting, courtesy lights on mirrors, automatic headlight activation, automatically dimming interior and exterior mirrors, programmable-delay courtesy lighting with dipped headlights ('Welcome Home' function)	○	○	○	PO1, 2	129
• HomeLink® (garage-door opener)	○	○	○	VC1	164
• 3-spoke multifunction steering wheel in leather (see price list for variations)	○	○	○	PI1, 2	165
• Comfort seats (front) with 12-way adjustment	○	○	●	PE1	
• Sports seats (front) with 12-way adjustment	○	○	W	PE2, 3	119
• Cruise control	○	○	●	8T1	129/164

– 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 Turbo	I no.	Page
• 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	
• Ski bag	W	W	W	3X1	142
• Loadspace management system	○	○	○	3GN	147
• Floor mats	○	○	○	OTD	165
• Fully automatic climate control with separate temperature adjustment for driver and front passenger	○	●	●	9AD	124



Outer door-sill guards in stainless steel



Soft ruffled leather on seats



Leather interior in Black (standard colour)

Interior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• 4-zone air-conditioning system	○	○	○	9AH	124
• Auxiliary heating system	○	○	○	7VL	
• Preparation for vehicle tracking system (incl. tilt sensor)	○	○	○	7G1	128
• Non-smoker package	w	w	w	9JA	
• Fire extinguisher*	○	○	○	6A5, 7	
• Outer door-sill guards in stainless steel	○	●	●	7M1	166

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

Leather interior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Leather interior package in smooth-finish leather, standard colours	○	○	●	Code	167
• Leather interior package in natural leather	○	○	○	VR	118
• Soft ruffled leather on seats (not available on sports seats)	○	○	○	N5Y, N7D, N7F	166
• Porsche Crest embossed on head restraints	○	○	○	3J7	119



Dark walnut package



Light olive package

Wood interior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Dark walnut package with high-gloss finish*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	5MG, PH4	168
• Light olive package with high-gloss finish*/**	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	5TF, PH5	169
• 3-spoke multifunction steering wheel with dark walnut trim, high-gloss finish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	PH1	168
• 3-spoke multifunction steering wheel with light olive trim, high-gloss finish**	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	PH2	169

Aluminium interior.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Sport aluminium package	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	5TE	118

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

** Ash with olive-look grain.

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

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



Porsche Communication Management (PCM)



Telephone module for PCM with corded keypad handset



CD autochanger (six-disc)

Audio and communication.

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Porsche Communication Management (PCM)	○	○	●	PF1	134/170
• Porsche Communication Management (PCM) with extended navigation module	○	○	○	PF2	
• Electronic logbook	○	○	○	9NY	135
• Voice control for PCM	○	○	○	QH1	134
• TV tuner* for PCM (analogue terrestrial)	○	○	○	QV1	134
• Reversing camera	○	○	–	7X9	127
• Reversing camera with ParkAssist	○	○	○	7X8	
• Compass display in instrument cluster	○	○	○	QR1	

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

Option	Cayenne	Cayenne S	Cayenne Turbo	I no.	Page
• Telephone module for PCM without handset	○	○	○	9W1	135
• Telephone module for PCM with corded keypad handset	○	○	○	9ZP	135/170
• Preparation for mobile phone	○	○	–	9ZF	132
• BOSE® Surround Sound System (digital) with 14 loudspeakers incl. subwoofer	○	○	●	9VL	136
• CD autochanger (6-disc)	○	○	○	7A2	133/171
• Factory collection	○	○	○	S9Y	172

Experience the origin of momentum.

Factory collection.

The first Cayenne model to be collected in person was completed in December 2002. Since then, more than 100,000 examples have left our purpose-built factory in eastern Germany.

Measuring well in excess of 200 hectares, Porsche Leipzig includes the Cayenne manufacturing facility, a customer centre with numerous Porsche attractions, an FIA-approved test track and a comprehensive off-road proving ground.

The customer centre is a spectacular piece of architecture and a major landmark for the Leipzig region. Here you can take delivery of your new Cayenne after a fascinating insight into the world of Porsche with our factory collection package.

Your visit begins at the customer centre with a general introduction to Porsche ownership and the many facets of the Porsche marque. A short film presentation is followed by a tour of the factory and a three-course meal in our customer restaurant. The next stop on your itinerary is the track control centre where you can familiarise yourself with the test track.

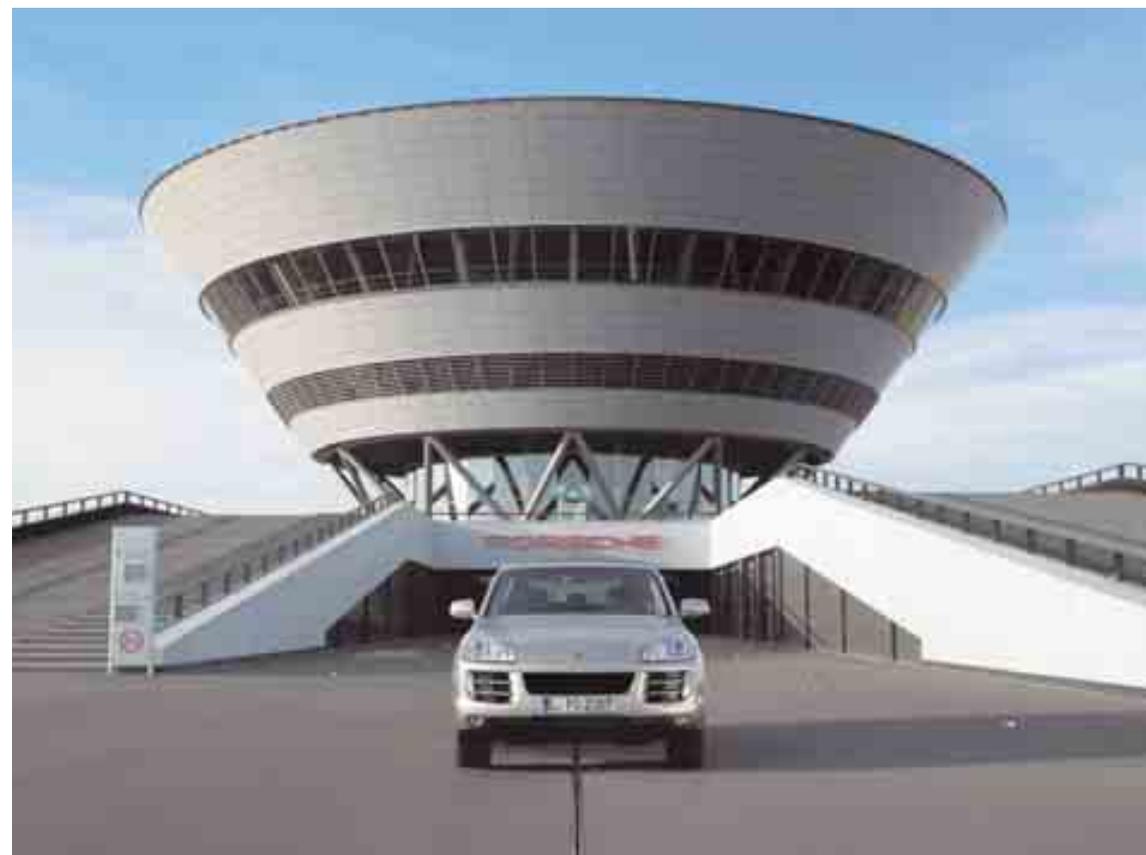
By now you'll be ready for the most exciting part of your visit: a hands-on introduction to the Porsche Cayenne – both on and off the racetrack.

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

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

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

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



Travel around the world. In just 3.7 kilometres.

The test track.

Our on-site test circuit consists of accurate reproductions of some of the most famous racing corners in the world, e.g., the Corkscrew from Laguna Seca, the Parabolica from Monza and the Bus Stop from Spa Francorchamps. While new Cayenne models undergo final quality testing on a separate section of the track, you can experience their on-road capability in a factory demonstration vehicle.

The track is FIA-certified for competition use, making it the ideal environment in which to enjoy the performance of the Porsche Cayenne.

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

Off-road circuit.

The off-road driving session is held on a 6-km (3.7-mile) circuit under the expert supervision of a Porsche instructor. As well as familiarising yourself with the vehicle's controls, you'll learn some of the secrets of all-terrain driving.

The session begins outside the customer centre with three challenging off-road tests: seesaw, twist humps and stepped ascent.

Once that is completed, it's time for the main off-road circuit.

Designed with the local environment in mind, it occupies a 100-hectare area previously used as a military training ground. With up to 15 different off-road challenges culminating in a 50-metre wading trough, there's plenty of opportunity to explore the car's off-road potential.

You'll also discover a lot about yourself – and the unique enjoyment of Porsche ownership.



Factory complex with test track and off-road circuit



Porsche Centres

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

Porsche Assistance

Our Europe-wide breakdown and accident recovery service has a wide range of benefits for Porsche owners. Membership is free when you buy a new Porsche.

Porsche Financial Services

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

Porsche Exclusive

Realise your vision of the perfect Porsche with our factory customisation programme. Options range from styling enhancements to technical upgrades. All modifications are specially handcrafted for your Porsche.

Porsche Tequipment

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

Porsche Design Driver's Selection

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

Service

Porsche Used Car Programme

The simple way to find the perfect pre-owned Porsche, anywhere in the world. Every car is rigorously tested and comes with a comprehensive vehicle warranty.

Porsche Classic

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

Christophorus

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

Porsche Clubs

Boasting a global membership of approximately 115,000, Porsche Clubs host a huge variety of social and motorsport events. Find out more at www.porsche.com.

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

2. Porsche Sportfahrschule.

Develop your skill and explore your Porsche with the Porsche Sport Driving School. To learn about events at some of the world's most famous racing venues, call +49 (0) 711 911-78315. E-mail: sportfahrschule@porsche.de



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Summary

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

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

A new opportunity for a new
momentum.
With the new Porsche Cayenne.

Technical data

	Cayenne	Cayenne S	Cayenne Turbo
Engine			
Cylinders	6	8	8
Displacement	3,598 cm ³	4,806 cm ³	4,806 cm ³
Max. power (DIN)	213 kW (290 bhp)	283 kW (385 bhp)	368 kW (500 bhp)
at	6,200 rpm	6,200 rpm	6,000 rpm
Max. torque	385 Nm	500 Nm	700 Nm
at	3,000 rpm	3,500 rpm	2,250–4,500 rpm
Compression ratio	12.3:1	12.5:1	10.5:1
Transmission			
Layout	All-wheel drive	All-wheel drive	All-wheel drive
6-speed manual gearbox	Standard	Standard	–
6-speed Tiptronic S	Optional	Optional	Standard
Low-range ratio	2.7:1	2.7:1	2.7:1

	Cayenne	Cayenne S	Cayenne Turbo
Chassis			
Front axle	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent	Extra-large format double wishbone suspension, fully independent
Rear axle	Multi-link suspension, fully independent	Multi-link suspension, fully independent	Multi-link suspension, fully independent
Steering	Power-assisted (hydraulic)	Power-assisted (hydraulic)	Power-assisted (hydraulic)
Brakes	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS	6-piston monobloc aluminium fixed calipers at front, 4-piston monobloc aluminium brakes at rear, discs internally vented, ABS
Wheels	7.5J x 17	8 J x 18	8 J x 18
Tyres	235/65 R 17	255/55 R 18	255/55 R 18
Unladen weight	Manual/Tiptronic S	Manual/Tiptronic S	Tiptronic S
DIN	2,160 kg/2,170 kg	2,225 kg/2,245 kg	2,355 kg
EC*	2,235 kg/2,245 kg	2,300 kg/2,320 kg	2,430 kg
Permissible gross weight	2,945 kg/2,945 kg	3,080 kg/3,080 kg	3,080 kg
Maximum payload	785 kg/775 kg	855 kg/835 kg	725 kg

*Calculated in accordance with relevant EC Directives and 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	Cayenne Turbo
Performance	Manual/Tiptronic S	Manual/Tiptronic S	Tiptronic S
Top speed	227 km/h (141 mph)/ 227 km/h (141 mph)	252 km/h (157 mph)/ 250 km/h (155 mph)	275 km/h (171 mph)
0–100 km/h (0–62 mph)	8.1 secs/8.5 secs	6.6 secs/6.8 secs	5.1 secs
Flexibility 80–120 km/h (50–75 mph) in fifth gear	9.9 secs/10.2 secs	8.6 secs/8.8 secs	5.5 secs
Fuel consumption/ emissions	Manual/Tiptronic S	Manual/Tiptronic S	Tiptronic S
In accordance with 80/1268/EC as valid at the time of going to print*			
Urban in l/100 km	18.5 (15.3 mpg)/ 18.3 (15.4 mpg)	22.1 (12.8 mpg)/ 20.3 (13.9 mpg)	22.5 (12.6 mpg)
Extra urban in l/100 km	9.7 (29.1 mpg)/ 9.8 (28.8 mpg)	10.7 (26.4 mpg)/ 9.9 (28.5 mpg)	10.5 (26.9 mpg)
Combined in l/100 km	12.9 (21.9 mpg)/ 12.9 (21.9 mpg)	14.9 (19.0 mpg)/ 13.7 (20.6 mpg)	14.9 (19.0 mpg)
CO₂ emissions in g/km	310/310	358/329	358
Dimensions			
Length	4,798 mm	4,798 mm	4,795 mm
Width (incl. mirrors)	1,928 mm (2,200 mm)	1,928 mm (2,200 mm)	1,928 mm (2,200 mm)
Height	1,699 mm	1,699 mm	1,694 mm
Wheelbase	2,855 mm	2,855 mm	2,855 mm
Luggage compartment volume (VDA), with rear seats folded (VDA)	540 l	540 l	540 l
Tank capacity/reserve	100 l/12 l	100 l/12 l	100 l/12 l

* Provisional data only. Final data unavailable at the time of going to print.

	Cayenne	Cayenne S	Cayenne Turbo
Off-road capability			
Wading depth	500 mm (standard suspension)	500 mm (standard suspension)	555 mm (air suspension at High Level II)
Approach angle*	28.6° (standard suspension)	28.6° (standard suspension)	28.5° Normal Level (air suspension) 31.8° (High Level II)
Departure angle*	22.8° (standard suspension)	22.8° (standard suspension)	22.3° Normal Level (air suspension) 25.4° (High Level II)
Ramp breakover angle*	20.4° (standard suspension)	20.4° (standard suspension)	20.0° Normal Level (air suspension) 24.7° (High Level II)
Lockable differentials (standard)	Centre, electronically variable	Centre, electronically variable	Centre, electronically variable
Max. ground clearance*			
High Level II			271 mm
High Level I			241 mm
Normal Level	218 mm	218 mm	215 mm
Low Level I			191 mm
Low Level II			181 mm
Loading Level			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 specification without notice. Please consult your Porsche Centre for availability of models and optional equipment.			

Index

Description	Page			Description	Page			Description	Page
		Cooling system	41	H		O		R	
		Cruise control	129, 164	Headlights	90	Off-road capability	80	Recycling	108
A				Heat-insulating glass	125	On-board computer	134	Reversing camera	127
Air conditioning	124	D		HomeLink®	164			Ride-height control	70
Air intake system	46	Direct fuel injection	42	(garage-door opener)	164	P		Roof rails	160
Air suspension	70, 185	Drive	30			Panoramic roof system	130	Roof transport systems	148
Airbags	98	DVD navigation	134, 135	I		ParkAssist	126		
Alloy engine	40			Ignition system	51	Payload	142, 183	S	
All-wheel drive	58	E		Instruments	116	PCM terminal	134	Safety	86
Anti-theft protection	128	Electronic engine		Interior	114, 164	Performance	36-38, 182	Seats	118, 120
Audio systems	132, 134, 170	management	48	Interior lighting	122	Personalisation	150	Self-levelling suspension	70
Axles	66	Electronic logbook	135			Porsche Active Suspension		Service	176
		Emissions	104	L		Management (PASM)	72	Servicing	53, 108
B		Engine braking support	82	Loading options	144	Porsche Communication		Servotronic	68
Bodyshell	96	Engine sound	106	Loadspace	142	Management (PCM)	134	Slide/tilt sunroof	129
BOSE® Surround		Engines (V6/V8)	36, 38	Loadspace management		Porsche Drive-off		Sport button	43
Sound System	136	Environment	100	system	147	Assistant	54, 82	SportDesign package	156, 157
Braking system	92	Exhaust system	52	Lubrication	41	Porsche Dynamic Chassis		Steering	68
		Extended navigation module	135			Control (PDCC)	74	Storage compartments	122
C		Exterior lights	91	M		Porsche Entry & Drive	128		
CD autochanger	133, 171			Manual gearbox	54	Porsche Hill Control (PHC)	82		
CDR-23 CD radio	132	F		Materials	108	Porsche Hill Holder	57, 82		
Centre differential	58	Factory collection	172	Model range	20	Porsche Rear Seat			
Chassis	60	Fibre-optic network	133	Monochrome black		Entertainment	123		
Child seats	121	Fuel system	106	exterior package	156	Porsche Stability Management			
Colours	154			MOST® bus system	133	(PSM)	94		
Comfort	110	G		Multifunction		Porsche Traction			
Comfort lighting package	129	GPS navigation	134, 135	steering wheel	164, 165	Management (PTM)	58		
		GSM telephone	135			Privacy glass	125		
								T	
								Technical data	182
								Tiptronic S	56
								Towbars	149, 161
								Transfer gearbox	58
								Transport	138
								Turbochargers	47
								TV tuner	134
								V	
								Variable valve control	44, 45
								VarioCam Plus	45
								Vehicle tracking system	128
								Voice control	134
								W	
								Water-repellent side	
								windows	125
								Wheels	69, 162, 163
								Wiper system	126

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

Edition: 10/06

Printed in Germany

WWK 414 620 08 E/WW

