

2009 Cayenne Range

For the 2009 model year, Porsche increases its family of unrivaled all-wheel drive sport-utility vehicles with the introduction of an awesome new flagship model, the 550-horsepower Cayenne Turbo S. Building on the astounding dynamics of the Cayenne GTS and locomotive-like potency of the Cayenne Turbo, the Cayenne Turbo S offers its driver unparalleled levels of exhilarating road-going performance, all-wheel drive stability and luxurious accommodations for five people and their cargo.

The full Cayenne lineup now consists of the V6-powered Cayenne, the naturally-aspirated V8 powered Cayenne S and Cayenne GTS, and the turbocharged Cayenne Turbo along with the new Cayenne Turbo S. All share an appropriately aggressive face, taut, muscular sheet metal highlighted by broad wheel arches that hint at the available awesome performance, on the road and off. All boast all-wheel drive as standard equipment complemented by a broad palette of traction and stability enhancing technologies.

All Cayenne models are propelled by double-overhead camshaft engines featuring Direct Fuel Injection (DFI). Porsche's engineers have ensured that this sophisticated and still-rare powerplant technology work seamlessly with other Porsche engine controls including Porsche VarioCam Plus variable intake valve lift and timing system. The result is the abundant reserve of power that Porsche drivers expect coupled with superb efficiency. Despite their prodigious outputs, not one of the Cayenne models carries a gas guzzler stigma and all are certified by the federal government as Low Emissions Vehicles.

New for 2009: Highlights

In addition to the debut of the flagship Cayenne Turbo S, the 2009 model year brings important enhancements to the entire Cayenne model range.

The optional Porsche Communication Management system (PCM), which is standard equipment on the Turbo models, has been revised. The system now uses a touchscreen rather than a separate keyboard. There are fewer keys and menus which simplifies the system's use. The optional navigation system (also standard on Turbo models) is now based on a 40 gb hard drive.

In addition, the PCM offers optional Bluetooth connectivity for handsfree cellphone use and the ability to play music from such external sources as iPods and USB memory sticks (also optional). Other audio options include XM Satellite radio with real-time XM NavTraffic updates and a six-disc CD changer.

For the first time, Porsche engineers have adapted the company's unique Porsche Ceramic Composite Brake (PCCB) system to the Cayenne range. Beginning with the 2009 model year, PCCB with its recognizable yellow calipers is optionally available on all V8-powered Cayennes when equipped with 20 or 21 inch wheels. Critically, the size of the standard brake rotors on the Cayenne Turbo have been enlarged for 2009. The larger brakes bring the Turbo a new standard 19 inch Cayenne Design wheel.

The sport seats with Alcantara upholstery and the padded multifunction steering wheel of the Cayenne GTS are now available in all Cayennes. Similarly, GTS Red and Nordic Gold exterior paints which were formerly reserved solely for the GTS are now available across the model range. In addition, Macadamia Metallic, only available on sportscars prior to Model Year '09 is now also available on the Cayenne.

Cayenne Turbo S

As befits any flagship wearing the renowned Porsche crest, the new Cayenne Turbo S is the most powerful Cayenne ever built. Sharing the same essential 4.8-liter V8 engine as the Cayenne S, GTS and Turbo, the Turbo S boasts 550 horsepower and 553 lb.-ft. of torque. That's a ten percent increase in power and a seven percent boost in torque over the Cayenne Turbo. The new Cayenne Turbo S accelerates from zero to 60 mph (96 km/h) in 4.7 seconds on its way to a track-proven top speed of 174 mph (280 km/h). Like the Cayenne S and Cayenne Turbo, the Turbo S comes standard with a six-speed Tiptronic S driver-shiftable automatic transmission.

Given Porsche's sensitivity to environmental concerns, despite the astounding performance capabilities of the Cayenne Turbo S, the new model carries no fuel economy penalty over the Cayenne Turbo. Both the 2009 Cayenne Turbo and Cayenne Turbo S are rated by the EPA to deliver 12 mpg in the city and 19 mpg on the highway. And both are certified as Low-Emissions Vehicles, Tier II (LEV-II).

Instantly recognizable as a Cayenne, and clearly identifiable as a unique model, the Turbo S rides on standard 21 inch alloy wheels carrying humongous 295/35 wide-aspect tires. Other unique visual clues to the flagship's identity are the body-color wheel arch extensions and matte-finish air intake grilles. When seen from the rear, the Cayenne Turbo S is instantly recognizable by its dual-twin tailpipes made of precision cast aluminum, inspired by those on the Porsche Carrera GT. Finally, for those who want, the Cayenne Turbo S is offered in a unique exterior color: Lava Grey Metallic.

The passenger cabin of the Cayenne Turbo S boasts a unique look thanks to its standard two-color leather upholstery. Buyers have a choice of either Black/Havanna or Black/Steel Grey seating surfaces, as well as solid Black or Sand Beige. In addition, the dashboard and

upper door panels have coordinating seams finished in the lighter upholstery color. The interior of the Turbo S is also distinct with its standard two-tone, padded leather steering wheel and carbon fiber door and dash trim. As with the Cayenne GTS, the Cayenne Turbo S boasts bolstered front and rear sport seats. The front seats have an extended memory feature and the three-person rear seat features contours for the outer positions.

Besides its more potent turbocharged engine, the Cayenne Turbo S differs mechanically from the Turbo by coming with Porsche Dynamic Chassis Control (PDCC) as standard equipment. PDCC features active control of body lean in curves for improved response, agility and increased passenger comfort.

Cayenne Turbo

With its Direct-Fuel Injection (DFI), twin-turbocharged 4.8-liter V8 cranking out 500 horsepower and 516 lb.-ft. of torque, and Tiptronic S transmission, the Porsche Cayenne Turbo is able to sprint from a stop to 60 mph (96 km/h) in only 4.9 seconds. On the test track, the Cayenne Turbo tops out at 171 mph (275 km/h). Equally impressive as the Cayenne Turbo's blistering performance is the fact that it attains LEV-II certification while carrying no gas-guzzler penalty. The EPA rates the Cayenne Turbo match those of the Turbo S, at 12 mpg in the city and 19 mpg on the highway.

Cayenne GTS

With an enhanced powertrain and lowered air suspension and 21 inch wheels and tires, the Cayenne GTS represents the top of the naturally-aspirated Cayenne range. Refinements by Porsche engineers sacrificed some of the Cayenne's inherent, off-road capabilities in favor of increased over-the-road dynamic performance. To that end, the engineers made lowered the air suspension and made modifications to the naturally-aspirated 4.8-liter V8 engine.

The drivetrain refinements resulted in a five-percent, or 20-hp, increase in horsepower—to 405 horsepower—above the Cayenne S. Responses to the driver's commands are further heightened by a 15-percent reduction in the drivetrain's final drive ratio, regardless of transmission. The Cayenne GTS is equipped with either the standard equipment six-speed manual gearbox or an optional six-speed Tiptronic S. The engine's power characteristics are optimized by a specially created sport exhaust system—which comes with the added bonus of a throaty, meaningful note from the dual-twin tailpipes.

Thanks to these enhancements, Porsche test drivers were able to accelerate the Cayenne GTS with manual gearbox on the track from zero to 60 mph (100 km/h) 5.7 seconds. The Cayenne GTS with Tiptronic is three tenths of a second quicker than its Cayenne S sibling, accelerating to 62 mph in 6.5 seconds. Track tested top speed for Cayenne GTS with

manual gearbox is 157 mph (253 km/h). The Tiptronic S variant tops out at 156 mph (251 km/h).

As impressive as is the performance of the Cayenne GTS is the fact that regardless of transmission choice, the vehicle carries no gas-guzzler penalty. The manual transmission model is rated at 11 mpg in the city and 17 mpg on the highway. The Tiptronic S improves efficiency by upping the ratings to 13 mpg in the city and 18 mpg on the highway. As astounding as is the vehicle's fuel economy is its Ultra-Low Emissions Vehicle (ULEV) certification. Thanks to their 4.8-liter V8 engines' direct fuel injection system working in concert with Porsche VarioCam Plus variable intake valve lift and timing, both the Cayenne GTS and the Cayenne S earn ULEV certification.

To ensure road-holding commensurate with its added engine output, the Cayenne GTS has a standard air suspension, which sits 0.78 inches lower than the other Cayenne models with air suspension, complete with Porsche Active Suspension Management (PASM) as standard. To ensure more than adequate traction, the Cayenne GTS is fit with 21-inch diameter alloy sport wheels carrying 295/35R21 tires.

Cayenne S

With 385 horsepower and 369 lb.-ft. of torque available, the five-passenger, all-wheel drive Cayenne S can scoot from a standstill to 60 mph (96 km/h) in only 6.4 seconds. Top speed is a track tested 155 mph (250 km/h). Despite these sports car levels of performance, the Cayenne S is certified as an Ultra Low Emissions Vehicle (ULEV). With its efficient driver-shiftable Tiptronic S automatic transmission, the vehicle's only available transmission, the Cayenne S is rated by the EPA to return 13 mpg in the city and 19 mpg on the highway.

Thanks to the sophistication of the 4.8-liter V8's Direct Fuel Injection (DFI) and Porsche VarioCam Plus intake valve lift and timing control, the Cayenne S is gas-guzzler penalty free, like the rest of the Cayenne range.

Cayenne

The Porsche Cayenne is powered by 3.6-liter V6, delivering 290 horsepower and 273 lb.-ft. of torque. The results are felt immediately as the Cayenne accelerates from a standstill to 60 mph (96 km/h) in 7.5 seconds, a full second quicker than the original. Track-proven top speed is 141 mph (227 km/h). The Cayenne can be had with either a six-speed manual or six-speed Tiptronic S transmission. Regardless of transmission, the Cayenne carries an EPA fuel economy rating of 14 mpg in the city and 20 mpg on the highway. The V6 engine in the Cayenne earns the vehicle a LEV-II clean-air certification from the EPA.

Occupant Protection Off-Road and On

In addition to their stunning combination of performance and environmental sensitivity, all models in the Cayenne line are equipped with a rollover sensor which, in the event of an impending rollover, triggers the seatbelt tensioners and the side curtain airbags.

But Porsche firmly believes that preventing an accident is the best way to protect the vehicle's occupants, so all Cayennes are equipped with Porsche Stability Management (PSM) to help maintain vehicle stability, even under adverse weather and surface conditions. PSM is fully integrated with the vehicles' other safety features, including off-road antilock braking and braking pre-load.

Even further stability is available with Porsche Dynamic Chassis Control (PDCC). This optional system (standard on the Turbo S) all but eliminates body lean in turns via active antiroll bars. This brings additional passenger comfort as well as enhanced vehicle traction and improved handling, on road and off.

All-Wheel Drive, Porsche Style

Regardless of powerplant or gearbox, every Cayenne walks a delicate line: Each must all be a sport-utility vehicle as well as a Porsche. Inherent in the concept of an SUV is the ability to traverse many more surfaces than Macadam or concrete. To that end, all Cayenne models come standard with the maker's all-wheel drive system: Porsche Traction Management (PTM).

Under most conditions, engine power is biased to the rear wheels, as driving enthusiasts prefer. In standard mode, the torque is split 38/62, front/rear. However, as conditions warrant, the electronically controlled PTM has the capacity to vary that power distribution virtually infinitely and instantaneously, directing 100 percent of the engine's power to either front or rear wheels as necessary for optimum traction and stability.

Family Resemblance

Regardless of model distinctions, all Cayennes share a solid family look. Every one has a bold face with its headlights under clear glass covers and mounted close to the fascia's outer edges. The strong front sweeps back to broad, muscular wheel arches. The breadth of the wheel arches increases along with each variant's performance potential and tire size. Both Turbo and Turbo S are further distinguished by their power dome hoods, and the GTS shares their horizontal lighting units mounted in their outer air inlets.

Leaving no stone unturned in their quest to refine the Cayennes' shape, Porsche's aerodynamicists optimized the shape of the exterior mirrors and the roof spoiler. Besides resulting in an aesthetic, fresh look, the current body has a lower coefficient of drag than the first generation's.

