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# Press Information

Porsche Cayenne Turbo S

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Porsche Cayenne Turbo S

## **Superior performance and maximum exclusivity**

A 550 hp biturbo V8 makes the new Cayenne Turbo S the flagship model of the Porsche SUV range. Using a sophisticated active suspension, this athletic SUV surpasses the driving dynamics of many sports cars. The Cayenne Turbo S retains all basic characteristics of the series, such as extensive off-road capabilities, high comfort and superior traction.

Cayenne Turbo S     4.8 litre biturbo V8 with 550 hp, eight-speed Tiptronic S, actively controlled all-wheel drive PTM (Porsche Traction Management), acceleration from zero to 60 mph in 4.3 seconds, top track speed 176 mph.

Every system in the Cayenne Turbo S is designed for optimum driving dynamics. The combination of air suspension and Porsche Active Suspension Management (PASM) active damping control is borrowed from the Cayenne Turbo. This is complemented by Porsche Dynamic Chassis Control (PDCC), which virtually eliminates body roll in corners, resulting in improved agility and comfort. Porsche Torque Vectoring Plus (PTV Plus), which is also standard equipment in this model, uses variable torque distribution to the rear wheels, and an electronically controlled rear differential lock, yielding more agility in all driving situations. The new Cayenne Turbo S comes with the Sport Chrono Package as standard.

Exterior features and equipment clearly identify the Cayenne Turbo S as the flagship Cayenne. Many exterior features such as the air intake grilles, headlight housings and mirror components are finished in high-gloss black. Exclusive to the Cayenne Turbo S are standard 21-inch 911 Turbo II wheels painted gloss black on the inside and featuring the Porsche crest in full color.

Porsche designers also crafted two-tone leather interiors in new colors and combinations specifically for the new Cayenne Turbo S. Available combinations include black/carrera red and black/luxor beige. Enhancing the new leather interiors, and exclusive to the Cayenne Turbo S, are decorative stitching in contrasting colors (also carrera red and luxor beige). A Carbon interior package complements the new leather and underscores the high quality of vehicles and materials.

Engine and transmission

## **Ultimate power for aggressive driving**

Outstanding power across across a wide rpm range is a hallmark of the Cayenne Turbo S. The new Cayenne Turbo S engine produces a maximum torque of 553 lb-ft. between 2,250 rpm and 4,500 rpm; the maximum 550 horsepower comes at 6,000 rpm.

The 4.8 liter V8 from the Cayenne S and Cayenne Turbo was modified for special duty in the Cayenne Turbo S. Exhaust gases from both cylinder banks, arranged at a 90-degree angle, spin the turbines on a pair of water-cooled turbochargers. The corresponding compressors force air into the eight combustion chambers after passing through two intercoolers, resulting in an impressive power output per liter. Primary changes to Cayenne Turbo engine were increased turbo boost and revisions to the engine ECU, yielding an extra 50 hp and 37 lb-ft of torque. Unique engine bay styling including carbon fiber and “Turbo S” lettering identify the fortified engine.

### **Fast gear changes, efficient operation: the eight-speed Tiptronic S**

Power is routed through an eight-speed Tiptronic S transmission on all Cayenne Turbo S models. Gear changes are rapid and virtually unnoticeable, resulting in uninterrupted thrust in all situations. Continuous power to the wheels without interruptions or hesitation also benefits traction at each wheel, enabling aggressive driving even in full automatic mode. The standard auto start/stop function demonstrates that efficiency is a priority at Porsche, even in vehicles with extreme performance like the Cayenne Turbo S.

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All-wheel drive and chassis

## **Optimised power distribution for excellent driving dynamics**

The new Cayenne Turbo S translates outstanding power into exceptional driving dynamics. Accordingly, this flagship model comes fully equipped with a host of vehicle systems that support extremely aggressive driving without compromising safety.

The interaction of power distribution and chassis control is managed by Porsche Traction Management (PTM) with active all-wheel drive and an air suspension with Porsche Active Suspension Management (PASM). Active PTM drives the rear axle directly. If rear-wheel traction is compromised, a multi-plate clutch controlled by an electric motor rapidly distributes just enough power to the front axle to maintain acceleration. Once rear-wheel traction is regained, PTM routes all power again to the rear axle. By favoring rear-wheel drive, the system combines maximum driving pleasure with excellent traction.

### **Porsche Torque Vectoring Plus improves cornering response**

Porsche Torque Vectoring Plus (PTV Plus), standard in the Porsche Cayenne Turbo S, further enhances vehicle dynamics and stability. The system rapidly varies torque distribution to the rear wheels and features an electronically-controlled rear differential lock. By interpreting data such as steering angle and speed, accelerator pedal position, yaw rate and vehicle speed, PTV Plus strategically applies the inside rear wheel brake to improve steering response and precision. This results in quicker initial turn-in and less understeer throughout cornering. The electronically controlled rear axle differential lock provides greater driving stability at high speed, when cornering at speed, or in the instance of rear wheel slippage.

### **Sport Chrono Package displays and stores performance data**

The standard Sport Chrono Package permits measurement and storage of performance data for the Cayenne Turbo S. Examples include lap times or transverse and longitudinal acceleration values. Porsche Communication Management (PCM) can render a graphic analysis of current lap times on its display; lateral and longitudinal acceleration can also be illustrated in this display.

**Air-spring suspension with active anti-roll system**

The Cayenne Turbo S offers a remarkable combination of responsive handling and excellent ride comfort. New bearings and dampers work with careful adjustment of the air suspension and PASM to make this possible. Also contributing is the active anti-roll feature of Porsche Dynamic Chassis Control (PDCC); depending on steering angle and lateral acceleration, active stabilizers using hydraulic rotary actuators act on the front and rear axle to counteract body roll. These systems work together to ensure maximum agility, balance, cornering, and comfort at all speeds and in all conditions.

The Porsche Cayenne Turbo S is fitted with Power Steering Plus, a speed-sensitive steering system. Steering effort increases with speed, maintaining steering accuracy and road feel. At low speeds, effort is reduced, aiding with parking and other maneuvers.

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Body and features

## **Sporty and discreet appearance**

Subtle but unmistakable styling changes clearly identify the new Cayenne Turbo S as the flagship Porsche SUV. Widened wheel arches and a roof spoiler, both painted in body color, are among the more prominent features. Exhaust exits through twin dual-outlet tailpipes.

Some exterior trim is painted in gloss black, such as the entire air intake grille including the fins, and the lower shell and mirror arms. Also painted gloss black are the inside of the standard 21-inch 911 Turbo II wheels with a full-color Porsche crest.

Porsche offers numerous options to customize the appearance of the new Cayenne Turbo S. These include darkened LED tail lights with an adaptive brake light, a black high-gloss exterior package, stainless steel front and rear panels, and sill protection in aluminium.

### **New option: Porsche Dynamic Light System Plus (PDLS Plus) with automatic high beam**

A new option for the Cayenne Turbo S is the Porsche Dynamic Light System Plus, which is also available with black bi-xenon headlights. PDLS plus differs from the existing Porsche Dynamic Light System (PDLS) in that it offers automatic high beam control for oncoming traffic and an intersection light dispersion function. With automatic high beam control, a camera fitted near the interior rear view mirror detects the light sources of approaching vehicles and automatically switches between low and high beam. The system is activated at speeds of 40 mph and above to help ensure that the high beams are not automatically activated in residential areas or traffic. With the intersection light dispersion function, the navigation data is used to detect intersections and side roads. For optimum illumination of the junction, the system then switches the left- and right-hand static cornering lights on simultaneously. If the vehicle approaches a side road, only the static cornering light on the side of the vehicle nearest to the approaching road is activated. The goal is optimal illumination at all crossroads.

**Exclusive two-tone leather interiors**

The interior of the Cayenne Turbo S can be equipped with two-tone leather upholstery in exclusive new colors and color patterns. The available combinations are black/carrera red and black/luxor beige. These exclusive two-tone leather interiors are enhanced by decorative stitching in contrasting carrera red and luxor beige, respectively. The stitching decorates the dashboard, door panels, seat backs and backs of the forward head restraints, and the floor mats. The two-tone upholstery is complemented by a Carbon interior package, which underscores the high quality interior materials. Front and rear head restraints are embossed with the Porsche logo. Front doorsill plates and the instrument cluster are marked with “Turbo S” lettering. Upon request, the Cayenne Turbo S may be further customized with items like the Carbon Handles interior trim package or a carbon multifunction steering wheel.