



PORSCHE

Press Information

Cayenne

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The new Cayenne models**Launch with four versions**

The new Porsche Cayenne models offer more power, sharper handling, higher levels of comfort, upgraded driver's assistance systems and improved efficiency. Leading this effort, the Cayenne S E-Hybrid premieres as the world's first luxury SUV with a plug-in hybrid drive. In the Cayenne S, a 3.6 liter twin-turbo V6 engine replaces the 4.8 liter naturally aspirated V8 engine. The other engines have been upgraded as well. Four models will be available in the U.S.:

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| Cayenne Diesel | 3.0 liter turbodiesel V6 with 240 hp (176 kW); eight-speed Tiptronic S; acceleration from 0 to 60 miles per hour in 7.2 seconds (7.1 seconds with Sport Chrono package); top speed 135 miles per hour; MSRP \$ 61,700 |
| Cayenne S | 3.6 liter twin-turbo V6 with 420 hp (309 kW) delivers 20 hp and 37 lb.-ft. more than previous Cayenne S; eight-speed Tiptronic S; acceleration from 0 to 60 miles per hour in 5.2 seconds (5.1 with Sport Chrono package) is 0.4 seconds faster than previous Cayenne S; top speed 161 miles per hour; MSRP \$ 74,100; |
| Cayenne Turbo | 4.8 liter twin-turbo V8 with 520 hp (382 kW) delivers 20 hp and 37 lb.-ft. more than previous Cayenne Turbo; eight-speed Tiptronic S; acceleration from 0 to 60 miles per hour in 4.2 seconds (4.1 seconds with Sport Chrono package) is 0.2 seconds faster than previous Cayenne Turbo; top speed 173 miles per hour; MSRP \$ 113,600 |
| Cayenne S E-Hybrid | 3.0 liter supercharged V6 and synchronous electric motor delivers 416 hp (306 kW) combined system output (36 hp more than the outgoing Cayenne S Hybrid); eight-speed Tiptronic S; acceleration from 0 to 60 miles per hour in 5.4 seconds is 0.7 seconds faster than outgoing Cayenne S Hybrid; top speed 151 miles per hour; MSRP \$ 76,400 |

The new Porsche Cayenne

More power, better comfort and increased efficiency

The success story of the Cayenne began in the 2003 model year when it turned the idea of a sports car in the SUV segment into a reality. Commuting to work today and driving off-road or on the racetrack tomorrow – the Cayenne feels at home no matter what the task may be, offering luxurious ambience, precise handling and driving pleasure on every terrain. And with five seats as well as extensive, high-quality equipment and features it offers uncompromised every-day comfort and practicality. All wrapped in a design characterized by the unmistakable Porsche DNA.

Thanks to its well-balanced overall package the Porsche Cayenne has exceeded all sales expectations. More than 276,000 first generation vehicles rolled off the production line, and over 303,000 units of the second generation Porsche Cayenne introduced for the 2011 model year have been sold worldwide to date. The Cayenne has established itself as a key pillar for Porsche's profitable growth and ensures that Porsche can continue to offer a wide range of high performance vehicles in every category – from sports cars to sedans, SUVs and even race cars.

The new Cayenne generation follows suit. Increased efficiency and performance, even more precise handling, a sharper design and a broadened array of standard equipment – these are its defining features. Four models are available at launch: Cayenne Diesel, Cayenne S, Cayenne Turbo, and – as a world premiere – the Cayenne S E-Hybrid, the first plug-in hybrid in the luxury SUV segment. Together with the Panamera S E-Hybrid and the 918 Spyder, Porsche is the only manufacturer in the world to offer three plug-in hybrid models.

Faster off the line, more frugal at the pump

Better performance and increased efficiency are no contradiction for Porsche. The Cayenne engines have been upgraded and optimized to consume less fuel than their immediate predecessors while offering improved performance.

The 3.6 liter V6 twin-turbo engine is new to the Cayenne. This engine was specifically developed for Porsche SUVs and debuted in the Macan Turbo this summer. Twin-turbo charging and downsizing (reduced engine displacement and number of cylinders) make it significantly more efficient. At the same time, the new engine puts out 20 hp more than the previous naturally aspirated V8. More importantly, torque has increased by 37 lb.-ft.

to 406 lb.-ft. and is available over a wider rpm range from 1350 to 4500 rpm (previous Cayenne S: 3500 to 5000 rpm). As a result, the new Cayenne S accelerates from 0 to 60 miles per hour in 5.2 seconds (5.1 seconds with Sport Chrono package) – 0.4 seconds quicker than the previous Cayenne S.

The 4.8 liter twin-turbo V8 powering the flagship model Cayenne Turbo now delivers 520 hp, up 20 hp over the previous model. Subsequently, torque rises by 37 lb.-ft. to 553 lb.-ft. 0 to 60 miles per hour takes just 4.2 seconds (4.1 seconds with Sport Chrono packages), which is 0.2 seconds quicker than before. The Cayenne Turbo can reach up to 173 miles per hour.

Leading the effort to improve fuel economy and reduce emissions, the new Cayenne S E-Hybrid sets the benchmark in efficiency, allowing driving on pure electric power, while accelerating from 0 to 60 miles per hour in just 5.4 seconds, thanks to a combined system output of 416 hp. A 240 hp Diesel version of the Cayenne is also offered, combining superior efficiency and long-distance range with 406 lb.-ft. of torque available from 1750 to 2500 rpm.

Efficiency improvements across the board

Numerous fuel-saving technologies throughout the drivetrain help to improve fuel economy in the new Cayenne, among them the enhanced Auto Start Stop function Plus, and also a more efficient thermal management.

The extended Auto Start Stop function Plus shuts down the engine as the vehicle reaches a slow walking speed while the driver is braking, for example when approaching traffic lights. This fuel-saving function can be deactivated through a button on the center console if desired. The Auto Start Stop function is automatically deactivated in Sport and Sport-Plus mode.

For the first time, active air flaps are fitted behind the central air intake in the Cayenne. Controlled by engine management, they open and close depending on the driving situation and cooling demands. This regulates the air volume available for cooling, influences the aerodynamics and is part of the thermal management, helping the engine and transmission warm up quickly and reach an optimal working temperature.

The intelligent thermal management in the Cayenne regulates engine and transmission cooling, reducing friction loss during the warm-up phase. The engine and gearbox reach their full operating temperature more quickly thanks to a specific control of the heat flow

and progressive activation of the various cooling circuits. Additionally, the new air flaps are linked to the thermal management to warm up the drivetrain more efficiently after a cold start. This does not only reduce fuel consumption further, but also enhances comfort by allowing the interior to reach the passengers desired temperature sooner.

Sport Chrono package: now with acceleration enhancing Performance-Start

For the first time in the Cayenne, the optional Sport Chrono package offers a Performance-Start function. The driver can use this function by bringing the vehicle to a complete stop, activating the Sport Plus mode and then pressing the brake and the accelerator pedals at the same time. The display in the instrument cluster shows that the vehicle is ready to start. This action tells the control units that the driver is requesting a Performance-Start. The engine speed is increased for the best possible launch. After releasing the brake, the vehicle is launched in the most efficient manner possible, while important gear changes from first to second and from second to third gear are optimized. The Sport Chrono package reduces the 0 to 60 time of Cayenne Diesel, Cayenne S and Cayenne Turbo models by 0.1 seconds.

Styling and body

Sharper design and distinct lines

The Porsche designers have given the Cayenne a sharper and more distinct design in its latest guise. At the same time, the design emphasizes the road prowess of the Cayenne and underlines its sports car character.

The rear of the new Cayenne in particular has been noticeably updated. The rear lights now have a flatter and more precise design. Like the LED daytime running lights at the front, the brake lights have a four-part design. License plate recess, handle strip and lighting are integrated even more elegantly into the tailgate. What's more, the new tailgate takes up the shape of the rear lights and stretches it via a precise horizontal light-refracting edge. This emphasizes the width of the vehicle and gives it a more powerful road stance. The new design of the exhaust tailpipes which are integrated in the lower rear fascia also enhances this appearance. All Cayenne S models now also feature a twin-tube pipe design. The roof spoiler no longer has a step, stretching the basic line of the roof even more consistently and thus making the Cayenne appear more muscular.

Front: subtle changes for a stronger presence

The front of the vehicle plays a decisive role in shaping the overall appearance – this is why the front fascia, fenders and hood have also been completely redesigned. All main design lines now no longer run towards the middle of the vehicle, but outwards. This gives the Cayenne a much wider and more powerful look.

The hood has been widened significantly and its panel gaps are now run down the fenders. The central air intake is now smaller than on the previous Cayenne. This underlines the tautness of the front fascia. It is flanked by two additional external air intakes that now appear even more voluminous and have moved outwards. The "airblades" on the right and left sides of the vehicle front efficiently channel cooling air to the intercooler and also serve as an eye-catching highlight.

Bi-Xenon™ headlights come standard on the base and S-models. They include the "floating" four-point LED daytime running lights characteristic of Porsche and clearly identify the new Cayenne as a member of the Porsche model range at first glance. The top tier character of the Cayenne Turbo model is underlined by standard LED headlights including the Porsche Dynamic Light System (PDLS).

Glancing at the side of the Cayenne, the sporty roof line sloping downwards towards the rear is an attractive feature. The modified design gives the front and rear a more clear-cut and striking look. Door mirrors with integrated indicators, the sharper lines of the fender and the clearer presence of the roof spoiler act as additional design features. The latter also improves aerodynamics by minimizing air turbulence.

New available colors

New exterior and interior colors are offered for all models. Highlights include the exterior paints Carrara White metallic and Palladium metallic. All Cayennes can be ordered with a standard two-tone interior in Black/Luxor Beige at no extra charge. Dark Walnut trim is a new optional feature available for the interior.

Suspension and control systems

Enhanced comfort, even sharper handling

The Porsche Cayenne has many strong suits and its suspension is undoubtedly one of them. In the new Cayenne, the engineers have broadened the spread between comfort and sportiness even further – in every variant: be it steel suspension, Porsche Active Suspension Management or air suspension.

The engineers paid great attention to detail. Their extensive package of fine-tuning and improvements for all Cayenne versions includes optimized suspension points that greatly contribute to enhancing comfort together with a new suspension configuration. New multi-part suspension mounts on the transverse links of the front and rear axle and on the wheel mounts of the rear axle improve response. As a result, the suspension kinematics are now much more exact, improving not only handling, but also ride comfort.

In the Cayenne, the Porsche Active Suspension Management (PASM) is programmed for interaction with the new Sport Chrono package and its extended functions, and for when the Sport Plus button is pressed. The three familiar PASM suspension settings are now called Comfort, Sport and Sport Plus. The Cayenne S E-Hybrid comes with PASM as a standard feature, while the Cayenne Turbo is additionally equipped with air suspension.

Air suspension is available as an option for all other models and enhances the Cayenne's comfortable ride, outstanding driving dynamics and suitability for both off-road and everyday use. The level control system included with the air suspension offers a total of six different vehicle heights depending on the driving situation. The retractable load sill is a new feature of the Cayenne: pressing a button in the luggage compartment lowers the loading level by approximately 2 inches when the tailgate is open. The height of the load sill in this setting is approximately 2.7 inches.

New aluminum wheels with a multi-spoke design ranging from 18- to 21-inch format are available for the Cayenne. They are all lightweight, featuring an attractive and unique design. Highlights include the new 21-inch wheels in a 911 Turbo design and Cayenne Sport Classic design. Furthermore, a new generation of 21 inch summer tires will be introduced – including the new MICHELIN Latitude Sport 3. These tires have been developed particularly for performance and spirited driving. Due to the special rubber compound and the low profile sidewall they offer the driver significant advantages, especially when cornering at high speed. To achieve this, the three basic components of

the tire have been modified: the rubber compound, the tread pattern and the carcass design.

Interior and equipment

Superior comfort, uncompromised safety

The new Cayenne generation is now fitted with even more standard equipment. This includes Bi-Xenon™ headlights for all models. Befitting its top tier position, the Cayenne Turbo comes with LED headlights as standard including the Porsche Dynamic Light System (PDLS). All models are equipped with Porsche Communication Management (PCM), HD radio, an automatic tailgate, a multifunction sport steering wheel including shift paddles, stainless steel door sills, a tire pressure monitoring system and a universal audio interface with USB and Auxiliary-In inputs. The S and S E-Hybrid models come standard with 19" wheels and Park Assist for the front and rear.

The new multifunction sports steering wheel with shift paddles is based on the design of the steering wheel found in Porsche's super sports car 918 Spyder. A further highlight is the rear seat that is now even more comfortable. Seat ventilation is now available as an option for the rear seats (previously only for the front seats).

Available comfort enhancing options include a soft close function for the doors. Electromechanic mechanisms integrated in the doors reduce the effort needed to close them to a minimum, offering significant advantages, for example in tight parking spaces. The heated windscreen (available as an option) adds comfort and safety in cold climates. It operates with an extremely thin heatable foil integrated into the windshield instead of heating filaments. The advantage: all camera-based driver assistance systems can operate without any restrictions. A welcome additional side effect is that the foil reduces the interior noise level.

Connectivity and driver assistance systems

All Cayennes are equipped with the universal audio interface to connect with external audio sources. Porsche Car Connect is standard in the Cayenne S E-Hybrid and available as an option for all other models. It offers simple and quick access to all kinds of different vehicle information and control of various functions via the Porsche Car Connect smartphone app.

The range of driver's assistance systems has been expanded and existing systems have been upgraded with additional functions. A new feature available as an option is Park Assist for the front and rear including Surround View. It enables safe and comfortable

maneuvering, even in situations with poor visibility. In addition to the reversing camera, three high-resolution cameras are fitted at the front of the vehicle and in the door mirrors. The system calculates a virtual bird's eye perspective of the vehicle combining the pictures of all four cameras and displays it via Porsche Communication Management (PCM) in the center console.

Adaptive Cruise Control including Porsche Active Safe (PAS)

Adaptive Cruise Control enhances driver comfort, especially on the highway. The system regulates vehicle speed depending on the distance to the vehicle directly ahead and can be set at any speed between 19 and 130 miles per hour. If the distance to the vehicle ahead decreases, the system reacts by gently slowing down the vehicle – if necessary, to a complete standstill. If the driver then operates the control lever or the accelerator within three seconds, the system is automatically reactivated and accelerates the vehicle to the previously set speed, traffic situation permitting. The integrated Porsche Active Safe (PAS) provides additional active safety, even when Adaptive Cruise Control is switched off. When approaching a vehicle ahead too rapidly, it warns the driver using an acoustic and a visual signal as well as a brake jolt to indicate the need for intervention. If the driver reacts, the braking initiated by the driver is intensified within the limits of the system up to full force braking. Lane Change Assist and Lane Departure Warning are also available. The lane change assist monitors the areas next to the vehicle including the blind spots, and alerts the driver with a signal in the door mirrors when it detects another vehicle in the next lane. The Lane Departure Warning system uses a camera to detect lane markings and warns the driver with a signal tone if the vehicle inadvertently leaves the lane.

A multi-collision brake system is also standard. In the event of an accident, it automatically slows down the vehicle after the first collision to reduce the consequences of a potential second impact. If the airbag sensors signal a collision, the system automatically initiates a deceleration of up to 0.6 g and applies the brakes until a remaining vehicle speed of six miles per hour is reached. This speed is generally sufficient to guide the vehicle to a safe stopping place. Of course, the driver can override the multi-collision brake system at any time: the post-collision braking system is deactivated when the driver presses the accelerator pedal. The automatic system is also deactivated if the driver brakes an even higher rate of deceleration than 0.6 g.

LEDs at the front and rear

The completely new LED headlights including Porsche Dynamic Light System Plus (PDLS Plus) combine state-of-the-art lighting technology with intelligent additional functions. In addition to the static and dynamic cornering light of the PDLS (standard for the Cayenne Turbo), PDLS Plus additionally includes dynamic high beams: this is activated depending on the traffic situation. As an added benefit, LED headlights are much more energy efficient and their daylight-like illumination results in increased perception of contrasts, preventing driver fatigue.

The turn signal indicators are now integrated in the side mirrors instead of in the front fenders.

The new LED rear lights clearly distinguish the new Cayenne from the previous generation. They have a flatter and more precise design. Fiber-optic cabling gives the lights a more delicate and homogeneous appearance. What's more, the rear lights also feature a four-point design for the brake light, mirroring the new four-point daytime running lights in the main headlights. The rear fog lamp is now housed in the reflectors in the lower rear panel.

Cayenne S E-Hybrid

The world's first luxury SUV with plug-in hybrid

The Cayenne S E-Hybrid is a full-fledged world premiere, even beyond the Porsche model range: it is the first plug-in hybrid in the premium SUV segment and it raises the bar among luxury all-wheel-drive vehicles. Its high-voltage battery enables it to be charged both at a mains supply and on the road. Distinctive features of the Cayenne S E-Hybrid are the brake calipers in acid green and bespoke emblems. The needles in the instrument cluster also feature this distinctive color.

Compared to the previous Cayenne S Hybrid, the new Cayenne S E-Hybrid has been significantly enhanced: it features a lithium-ion traction battery that now has energy content of 10.8 kWh (previously: 1.7 kWh, from a nickel-metal-hydride battery). The electric motor is more than twice as powerful compared to the previous Cayenne S Hybrid – from 34 kW to 70 kW (95 hp).

The innovative drivetrain has already proven itself in the Panamera S E-Hybrid, and has been adapted for use in the Cayenne S E-Hybrid. As in the Panamera, the power delivery of the electric motor and the activation of the combustion engine can be precisely controlled via the accelerator pedal which has an activable pressure point. The combined total power output of the supercharged 3.0-liter V6 engine and the electric motor is 416 hp and 435 lb.-ft., delivering sports car performance: 0 to 60 miles per hour takes just 5.4 seconds, top speed is 151 miles per hour. The electric top speed is 78 miles per hour. The Cayenne S E-Hybrid is linked to Porsche Car Connect (a standard feature). The driver can access information on the state of charge or energy efficiency and activate the optional remote heating/air conditioning when the car is stationary. This cools and heats the vehicle interior when the ignition is switched off, maintaining the desired interior temperature while the vehicle is connected to the electricity supply. This reduces the energy demand when the vehicle is moving, increasing the electric range.

Details of a perfect plug-in-hybrid concept

The lithium-ion battery has the same housing as in the Panamera S E-Hybrid and it is also accommodated under the load compartment floor. But it has cells with a greater capacity – 28 Ah instead of 24.5 Ah.

The vehicle is equipped with a 3.6 kW charger as standard. An integrated charger with power output of 7.2 kW is available as an option and recharges the Cayenne S

E-Hybrid twice as quickly as the standard charger – provided a suitable electrical connection is available.

The pressurized fuel tank is a special feature of the Cayenne S E-Hybrid. A slight positive pressure of 0.3 bar in the tank ensures that vaporizing fuel does not escape and affect the emission balance. During fill-ups, the tank is depressurized by pressing the fuel flap release button. The fuel vapors are neutralized by an active charcoal filter.

High level of hybrid expertise at Porsche

Porsche is the leading supplier of premium hybrids. As the first plug-in vehicle in the luxury class, the Panamera S E-Hybrid set standards when it was launched in December 2013. The Cayenne S E-Hybrid now introduces this groundbreaking technology to the premium SUV segment. During its record-breaking run on the Nürburgring Nordschleife in September 2013, the 918 Spyder demonstrated in impressive style that even super sports cars can reach new heights in performance and clearly outperform conventional drivetrains when it comes to acceleration, handling and efficiency.

In this respect, the 919 Hybrid – the LMP1 class Porsche race car for competing in the World Endurance Championship (WEC) –has a pioneering role as a high-technology vehicle. It is a research laboratory on wheels, fostering the ongoing development of hybrid technology aimed at achieving maximum performance and efficiency. Its drive combines a turbocharged V4 petrol engine that drives the rear axle with two energy recuperation systems. In addition to braking energy recuperation a generator operated by the exhaust-gas flow produces additional electric power. This is stored in a water-cooled lithium-ion battery and fed to an electric motor which drives both front wheels through a differential when the vehicle accelerates. This equips the 919 Hybrid with all-wheel drive when necessary. The coordination of all drivetrain components is extremely complex and is aimed at making the car's behavior completely predictably while boosting precision and speed to new levels. Independent of race results, Porsche gains knowledge and experience with every mile that the 919 covers, and this helps to give future generations of Porsche sports cars a competitive edge.

Incidentally, the world's first hybrid vehicle also came from Porsche: the 1899 Lohner-Porsche designed by Ferdinand Porsche combined battery-electric drive with a combustion engine.

