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Press Information

Porsche Cayenne GTS and Cayenne Turbo S

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Highlights

Pure sportiness times two

All Porsche Cayenne models are high-performance athletes.

The GTS and Turbo S take their skills to a new level.

Cayenne Turbo S

The Cayenne Turbo S is the top model of the series, and it stands for exclusiveness and superlative performance. It offers 570 hp of power, 590 lb.-ft. of torque and a chassis that is equipped with all of the systems available in the model series as standard equipment. It combines extraordinary comfort with extreme sportiness.

Cayenne GTS

Lateral dynamics and passion: those are the key attributes of the Porsche Cayenne GTS with its 440 hp and 443 lb.-ft. It is the most agile athlete among premium SUVs – with a high-performance engine and chassis, robust engine sound and typical GTS design.

Performance

Figures are better than words here: The Cayenne Turbo S turns a lap of the North Loop at the Nürburgring in seven minutes and 59 seconds. The Cayenne GTS does it in eight minutes 13 seconds. These two sports cars demonstrate their potential.

Market success

The Cayenne is the best-selling model at Porsche. The four-door Porsche sports cars are covering investment needs for the future technologies of all Porsche vehicles – including a broad range of highly dynamic models.

Cayenne GTS and Cayenne Turbo S

Performance is the mission

Every Porsche is a sports car. The Cayenne has embodied this DNA ever since it was introduced in 2002. In the Sport Utility Vehicle (SUV) segment, each Cayenne generation has successively raised the bar to a new higher level. The new Cayenne GTS and the new Cayenne Turbo S are excellent examples.

The lap times of the Cayenne GTS and Cayenne Turbo S are prime examples. The Cayenne Turbo S turns a lap of the North Loop at the Nürburgring in seven minutes and 59 seconds. The Cayenne GTS follows close behind at eight minutes and 13 seconds. This puts Porsche at the top in the premium SUV segment.

Both of these vehicles attain their extraordinary lap times by a balanced total package of engine, chassis and aerodynamics. One factor is consistent downsizing of the engines in the Cayenne GTS. In the Cayenne GTS, a newly designed 3.6-liter V6 twin-turbo engine replaces the previous naturally aspirated V8 engine. The new engine produces 20 hp and 63 lb.-ft. more than the one in the previous model; its specification figures are 440 hp (324 kW) and 443 lb.-ft. Yet the new model consumes 2 mpg (combined) less than the previous one. The 4.8-liter V8 engine of the Cayenne Turbo S now develops 570 hp (419 kW) and 590 lb.-ft., which is 20 hp and 37 lb.-ft. more than before.

Two exceptional characters

The new top model, the Cayenne Turbo S, stands for superior attributes and exclusiveness. Its character is defined by the most powerful engine of the model series, a chassis that scores high in comfort and sportiness as well as an extensive range of features. Although it projects a subtle sporty image, the Cayenne Turbo S displays its extraordinary performance on its distinctive front end and large air intakes. And it is always ready to switch over to a highly dynamic driving style. The Cayenne Turbo S accelerates from zero to 60 mph in 3.8 seconds – which is 0.5 seconds faster than its predecessor. The vehicle's top speed is now 284 km/h (176 mph).

Within the model family, the Cayenne GTS is positioned between the Cayenne S and the Cayenne Turbo, and it can be made out as an athlete at first glance. The SportDesign Package is standard equipment; it includes more powerfully contoured side skirts and wheel arch extensions as well as a Turbo front end. It also has a 3.6-liter V6 twin-turbo engine that is configured as a sports engine, and a chassis that makes the GTS the most

agile of Cayenne models. Not only does the engine contribute to this, so does the standard air suspension with Porsche Active Suspension Management system (PASM) with its sporty tuning and ride height lowered by 20 mm. The Cayenne GTS accelerates from zero to in 4.9 seconds (4.8 seconds with the optional Sport Chrono Package). These figures are 0.5 and 0.6 seconds faster than in the previous model. The car reaches a top speed of 262 km/h (162 mph).

The Cayenne GTS continues the sporty tradition of the first GTS in Porsche history – the renowned 904 Carrera GTS of 1964.

Overview of the Porsche Cayenne GTS

- Brief profile** The Cayenne GTS is positioned between the Cayenne S and The Cayenne Turbo. It is the most agile and passionate version of the model series. Its complex chassis achieves exceptional transverse dynamics and makes it an extremely agile and sporty SUV in conjunction with a powerful engine with 440 hp (324 kW) and 443 lb.-ft. of torque. The vehicle's styling highlights its character with expressive GTS-typical detailing.
- Nürburgring** The Cayenne GTS rounds the North Loop at the Nürburgring in eight minutes and 13 seconds.
- GTS** These three letters stand for exceptional sportiness: GTS. They bring to mind the famous 904 Carrera GTS of 1964. The first Cayenne GTS breathed new life into the three letters in 2007. Ever since, GTS has stood for the extremely agile model versions at Porsche. The new Cayenne GTS continues this tradition in the segment of luxurious SUVs.
- Technical highlights** 3.6-liter V6 twin-turbo engine with 440 hp (324 kW) and 443 lb.-ft.– an advanced performance-oriented development of the new engine introduced in the Cayenne S.
- Downsizing – less displacement and fewer cylinders than in the previous V8 engine, but an extra 20 hp and 63 lb.-ft. of torque.
- Fuel consumption has been improved by 2 mpg in combined city/highway compared to the previous model.
- Sport exhaust system and sound symposer generate an even more passionate engine sound.
- Chassis combines a steel suspension with the Porsche Active Suspension Management (PASM) system. Ride height lowered compared to other Cayenne models – 20 mm with standard air suspension.

Brake system from the Cayenne Turbo (discs, front: 390 mm, rear: 358 mm, brake calipers painted red).

Design highlights

20-inch RS Spyder design wheel in black satin

Front end in Turbo design with large air intakes. Cayenne Turbo front lights and LED fog lights.

SportDesign package, including more powerfully contoured side sills and wheel arch moldings.

Components painted in car color: side sills, wheel arch extensions, roof spoiler, lower rear panel.

Black is used as an accent color: high-gloss black exterior package, logos, wheels, tailpipes, interior plates of the Bi-Xenon™ headlights, tinted LED taillights.

New: GTS logo on lower sections of front doors.

Stainless steel front door sills with model logo in black.

Interior

GTS sport seats with eight-way power adjustment, in leather-Alcantara design including GTS logo on the head restraints of the outer seats.

Alcantara is used for the rooflining, roof pillars, door trim, door armrest and storage compartment on the center console.

Brushed aluminum interior package.

Tachometer in black with GTS logo.

Optional: GTS interior package in Carmine Red or Rhodium Silver with tachometer dial, decorative stitching, logo on head restraints and contrasting color on safety belts; when Carmine Red is selected, the needles of the instruments are white.

Overview of the Porsche Cayenne Turbo S

- Brief profile** The Cayenne Turbo S is the top model of the series. It combines exclusiveness and superior attributes with top driving performance. At the same time, it extends the concept of functional “spread” even more substantially, combining everyday practicality with sports car performance. The Cayenne Turbo S draws its superlative performance from an engine with 570 hp (419 kW) and 590 lb.-ft. of torque and a chassis that is equipped with all systems available in the model series: Porsche Traction Management (PTM), Porsche Dynamic Chassis Control (PDCC) and Porsche Torque Vectoring Plus (PTV Plus).
- Nürburgring** The Cayenne Turbo S takes just seven minutes and 59 seconds to complete a lap of the North Loop at the Nürburgring.
- Turbo** Turbo – five letters that have stood for top engineering performance and sporty driving since the first 911 Turbo. The new Cayenne Turbo S features new integral turbochargers that are housed right in the exhaust manifold – for shorter response times and improved combustion. A turbocharger uses the energy of the exhaust gas to compress the induction air. This increases the oxygen content of the air-fuel mixture, which in turn improves combustion. It is one of the key technologies for developing future combustion engines that achieve maximum efficiency.
- Technical highlights** 4.8-liter V8 biturbo engine with 570 hp (419 kW) and 590 lb.-ft. 20 hp and 37 lb.-ft. more than in the previous model
- Standard: Sport Chrono Package with an analog timer and Sport Plus button – for an even sportier setting, e.g. of the accelerator pedal characteristic, PTM and PSM.
- Option: Sport exhaust system and sound symposer for more passionate engine sound.
- Chassis systems include Porsche Traction Management (active hang-on all-wheel drive, PTM with permanent rear-wheel drive plus

fully variable torque distribution to front wheels), Porsche Dynamic Chassis Control (PDCC, active roll stabilization which reduces lateral roll) and Porsche Torque Vectoring Plus (PTV Plus, improved driving dynamics by targeted brake interventions and rear differential with electromechanical control). The results: Top driving dynamics and traction as well as a high level of agility at any speed.

Brake system: Porsche Ceramic Composite Brake (PCCB), for the first time with ten-piston brake calipers at the front wheels and four-piston brake calipers at the rear wheels (disks, front: 420 mm; rear: 370 mm; brake calipers painted yellow).

Design highlights

21-inch wheels in 911 Turbo design with high-gloss black accents

Turbo front end with large air intakes.

LED headlights with Porsche Dynamic Light System Plus (PDLS Plus), Cayenne Turbo front lights and LED fog lights.

Body accents such as air intakes painted in high-gloss black at front of vehicle and door mirror undersides and base in same color. Roof spoiler and wheel arch moldings in car color.

Interior

Full-leather interior with Porsche emblem embossed on the head restraints of the outer seats.

Carbon fiber interior trim