The new Cayenne GTS
Where is Porsche at home? In the hearts of drivers. And, of course, on the road.
This is where life happens for purists. Those who are looking for sheer, unadulterated driving pleasure. People who not only want to experience sporting spirit, but also wish to demonstrate it themselves. Drivers who long to feel – and see – something truly special.

Closer contact with the road is something we’ve always aspired to. Our philosophy of intelligent performance takes us even nearer to this goal.

Purist. The new Cayenne GTS.

Bringing the tarmac to life.
An SUV. Descended from a thoroughbred sports car.

What would Porsche engineers do if you gave them a completely free rein with absolutely no limits or restrictions? They would build a sports car, of course. One that is as close to the road as possible. Based on the experience we’ve gained from more than 30,000 race victories. Packed with emotion and sporting prowess, and with absolutely no compromise in sight.

All of this in an SUV? We’ve already demonstrated that the Cayenne offers all the performance you’d expect of a sports car. Now we’ve taken the concept one step further.

We gave our engineers a free hand to draw on their entire experience and wealth of creativity. The outcome: intelligent performance.

The goal represented a sporting challenge: to further enhance the outstanding performance of the Cayenne S by increasing torque and exploiting its sports car potential to the full while making it look more muscular — and even more exclusive. What we’ve produced is a vehicle for purists. The new Cayenne GTS.

GTS — three unmistakable letters which, in conjunction with the name Porsche, have written history both on and off the track. Three letters that combine exceptional racing performance with superb everyday agility and that, at Porsche, have always stood for impressive figures.

The Cayenne GTS generates 420 hp and 380 lb.-ft. of torque that’s 20 hp and 11 lb.-ft. more than the Cayenne S. It completes the sprint from 0 to 60 in 5.4 seconds and has a top track speed of 162 mph.

The car has the same striking front fascia as the Cayenne Turbo, plus a shorter drive ratio for enhanced dynamics. The ride height has also been lowered to further underline the uncompromising athleticism of the Cayenne GTS.

An SUV. Descended from a thoroughbred sports car. We’ve proven it can be done.
Sporting spirit is intangible. Or is it?

Sporting spirit is a state of mind. Something that drives you on. You can sense and feel it in every muscle and with every heartbeat.

The front of the Cayenne GTS is unmistakable. As on all Cayenne models, the contours immediately draw the eye. The elongated hood is clearly reminiscent of Porsche racecars from the 1960s. The striking center air intake underlines the sheer power within, a feature that was unique to the Cayenne Turbo until now.

The sharper profile exudes eagerness and determination, which is further emphasized by the dynamic rear roof pillars and flowing coupé-like silhouette.

The rear is also imbued with sporting spirit. The rear wheel arches are typical of a sports car, streamlined and muscular. The Cayenne GTS logo on the tailgate makes a clear reference to the car’s enormous potential.

The tapered rear window and streamlined rear section accentuate the flared wheel arches—for a typically distinctive rear view.

Pure sport is all about stepping up the power. That’s why the new Cayenne GTS is equipped, as standard, with the SportDesign package. The athletic lower front and rear fascia elements, dynamic side skirts, wheel arch extensions and rear spoiler with split twin wing profile are all finished in exterior color. All components have been optimized in the Porsche wind tunnel to improve their efficiency and further enhance the vehicle’s purposeful stance.

The Cayenne GTS is available in two exclusive special colors: Carmine Red or Peridot Metallic. A range of other colors is naturally available on request. For contrast, the side window surrounds and rear trim strip have a black high-gloss finish. Other features include the Bi-Xenon™ main headlights in black and the tinted LED taillights.

A coming together of sporting spirit and purism, both of which are the driving force behind great achievement.
A sporting spirit on the outside, fired by a passion from within.

When you step inside the new Cayenne GTS, the concept is immediately clear: pure, exclusive and exhilarating sporty appeal. The outer door sill guards in stainless steel bear the ‘Cayenne GTS’ logo – a hint of the incredible potential that lies within. Throughout the interior, the new Cayenne GTS is used with pure sporting style. The entire layout is designed for an even more involving driving experience. The rising center console pays homage to the Carrera GT super sports car – reducing the distance between the steering wheel and the Tiptronic S gear selector. The round instruments, a typical Porsche feature with the tachometer in the middle, underline the cockpit’s sporting ambiance. Also striking and sporty: the standard trim strips in brushed aluminum.

The GTS sport seats with 8-way adjustment are highly dynamic thanks to their low positioning. With adjustable fore/aft, height and cushion/backrest angle settings, they also offer exceptional comfort and support – even during performance driving.

This pure sports feeling is no coincidence. It holds true to a rich racing heritage. The seat centers and rooflining are finished in Alcantara® as standard. Used extensively in racing, this underlines the car’s tremendous athleticism, functionality and passion. The optional GTS interior packages in Carmine Red or Peridot give you the opportunity to add stunning highlights to the inside of your car. These include an embroidered ‘GTS’ logo on the head restraints on the front and outer rear seats. There’s also a choice of further elements such as front and rear seat belts and decorative seams on the dashboard, upper door panels and armrests in contrasting color. These turn the interior of the new Cayenne GTS into something truly extraordinary – an unmistakable statement of sporting style.

There are also a number of optional interior packages in two-tone leather, natural leather or two-tone natural leather to choose from. The shape of the outer rear sport seats is designed to reflect the car’s main focus: the road ahead.

Purist, exclusive and individual, the interior concept is a pure expression of your own personality.

*Only in conjunction with Black leather interior and GTS sports seats.

GTS interior package in Peridot.
Drive is transmitted to the road with smoothness and precision by the standard eight-speed Tiptronic S. Depending on road conditions and driving style, it automatically selects the correct driving mode. You can change gear using two gearshift paddles on the standard SportDesign steering wheel. One pull on the right-hand paddle and Tiptronic S shifts up. One pull on the left-hand paddle and Tiptronic S shifts down. As you’d expect from a true top performer, the new Cayenne GTS is also highly efficient. Thanks to intelligent performance.

Standard fuel-saving technologies include the Auto Start Stop function, VarioCam Plus and Direct Fuel Injection (DFI). DFI injects fuel directly into the combustion chamber with millisecond precision using electromagnetic injectors. This increases the air/fuel mix, thereby enhancing combustion for higher output and torque with lower fuel consumption and emissions. Thermal management activates the different cooling circuits individually, thereby ensuring that the optimum temperature for the engine and transmission is reached more quickly after a cold start. This minimizes friction and keeps fuel consumption and CO₂ emissions low during warm-up.

The standard sport exhaust system delivers an even more distinctive sound. For the looks to match, it features twin dual-tube tailpipes finished in matte black.

The drive system on the new Cayenne GTS is designed for one thing above all else: Performance.
The Cayenne GTS follows one guiding principle alone: the racing line.

The new Cayenne GTS is equipped with air suspension that features a 20-mm reduction in height when compared to a Cayenne S as standard. This allows for a lower center of gravity and even closer contact to the road.

Fitted as standard equipment, Porsche Active Suspension Management (PASM) is an electronic damping control system. It offers continuous adjustment of the damping forces on each wheel, depending on the current road conditions and driving style.

During performance driving with heavy acceleration and braking phases, there is an increased tendency for the body to sway. PASM prevents this from happening.

Porsche Traction Management (PTM) active all-wheel drive enables high levels of traction and impressive driving dynamics. PTM continuously monitors the status of the vehicle to ensure the optimum torque split— for powerful acceleration on long straights, through tight corners or on surfaces with different friction coefficients.

In sport, it often comes down to those crucial seconds. The optional Sport Chrono Package includes an analog and digital timer located at the center of the dashboard. In conjunction with PCM, the performance display informs you about the total driving time, lap distance covered so far, the number of laps completed and individual lap times. Just in case you wish to record your own personal best.

As standard, the Cayenne GTS is fitted with 20-inch RS Spyder Design wheels. These one-piece alloy wheels feature a race-inspired look.

Purism is about one thing above all: maximum focus on that which is essential. High performance— achieved in the most intelligent way.
We’re passionate about building cars that unleash great power. With the means to responsibly control it.

We understand that it’s difficult to curb your enthusiasm. We feel exactly the same when developing our safety concepts.

The new Cayenne GTS is fitted as standard with six-piston monobloc aluminum fixed calipers at the front and four-piston equivalents at the rear. It has internally vented discs all round, ensuring consistent performance during heavy use. The brake discs have a diameter of 360 mm at the front and 330 mm at the rear and the calipers are finished in red. Available as an option, the Porsche Ceramic Composite Brake (PCCB) offers race-proven brake performance.

Included as standard, advanced Porsche Stability Management (PSM) is an automatic control system that helps to stabilize the vehicle in hazardous road scenarios. If the throttle pedal is suddenly released, 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. In an emergency stop, the brake assist function uses the PSM hydraulics to apply maximum braking force at all four wheels.

The car is equipped with standard full-size airbags for driver and front passenger to help ensure optimum protection. These are augmented by Porsche Side Impact Protection (POSIP) and a driver knee airbag. This comprises a side airbag in each front seat, curtain-type airbags on each side of the roof and side impact protection elements in each door. The Cayenne GTS features Bi-Xenon™ main headlights with black surround and Porsche Dynamic Light System (PDLS). The dynamic cornering light function swivels the main headlights towards the inside of a corner based on the current steering angle and road speed, while the static cornering lights activate the auxiliary headlights in order to illuminate more of the road in light corners and turns. PDLS also features speed-sensitive headlight control and an adverse weather function, which is activated in conjunction with the rear foglights. The result: even greater safety, not just at night and during cornering.

LED technology is used for all functions on the rear light modules – for an ultra-fast response and greater luminance. To enhance the car’s purist appearance, the LED taillights also feature a black surround.

As any top athlete will know, ensuring your safety is of paramount importance. Only then can you relax and enjoy the moment.
Maximum comfort and performance – without losing sight of the essentials.

When a sports car manufacturer reflects on comfort, there can be only one outcome: high-end systems offering exceptional performance.

The standard CDR audio system has a 7-inch touchscreen color display which enables you to navigate and select the main menus and functions with ease and efficiency. The integrated CD radio, featuring an FM twin-tuner with RDS, 30 memory presets, dynamic autostore and speed-sensitive volume control, includes a sound system with 10 loudspeakers and a total audio output of 100 watts.

Available as an option, Porsche Communication Management (PCM) is the central control system for all information and communications functions, including the navigation module with high-speed hard drive, radio, CD/DVD, sound settings, on-board computer, and telephone. Key features include a 7.9-inch high-resolution touchscreen color display for intuitive control.

The optional BOSE® Surround Sound System has been matched to the acoustics of the new Cayenne GTS. A total of 14 loudspeakers deliver an output of 585 watts. For an even more exclusive aural experience, the optional Burmester® High-End Surround Sound System offers a total output of more than 1,000 watts, 16 loudspeakers and a 16-channel amplifier.

The instrument cluster comprises five round instruments augmented by a 4.8-inch TFT color screen. It displays information from the on-board computer or, in conjunction with PCM including navigation module, map data from the navigation system.

The Cayenne GTS is equipped with climate control as standard, which ensures a pleasant temperature when your pulse rate is climbing. Available as an option, adaptive cruise control automatically regulates the speed of your vehicle. It can be used at speeds above 19 mph for added driver comfort on longer journeys.

The optional Lane Change Assist (LCA) system monitors the area behind and to the side of the vehicle. At speeds of 19 mph or more, it alerts the driver of a vehicle in the adjacent lane via a visual signal. If the indicators are activated, LEDs in the exterior mirrors provide a visual signal to alert the driver of a vehicle in the blind spot.

ParkAssist uses an acoustic signal and visual display to alert the driver of any obstacles at the front or rear of the car. The cargo compartment has a total capacity of up to 62.9 cubic ft. For trailer coupling without tow ball, a maximum braked trailer weight of 7,716 pounds. A purist vehicle concept can lead to many things. Pure comfort, for instance.
Purism. Not to be confused with minimalism.

**Special exterior colors.**
- Peridot Metallic
- Carmine Red
- Classic Silver Metallic
- Jet Black Metallic
- Classic Blue Metallic
- Jet Green Metallic
- Meteor Grey Metallic
- Umber Metallic
- Peridot Metallic
- Auburn Metallic

**Metallic exterior colors.**
- Classic Silver Metallic
- Jet Black Metallic
- Classic Blue Metallic
- Jet Green Metallic
- Meteor Grey Metallic
- Umber Metallic
- Peridot Metallic
- Auburn Metallic

**Solid exterior colors.**
- White
- Black
1) Carpet in loadspace area in darker color.
2) Color and grain may vary.
3) Also available on steering wheel.
4) Only in conjunction with Black leather interior and GTS sport seats.
5) GTS package in Alcantara® in conjunction with GTS sport seats: rooflining, seat center (front and outer rear seats), door panels and door armrests (front and rear) and front center console.
6) GTS package in Alcantara® in conjunction with comfort memory package or adaptive sport seats: rooflining, door panels and door armrests (front and rear) and front center console.
7) GTS package in Alcantara®: rooflining.
8) Only in conjunction with comfort memory package or adaptive sport seats.

Standard colors: Black, Platinum Grey, Espresso, Natural Leather Interior.


Two-tone combinations: Espresso/Cognac, Espresso/Carmine Red, Espresso/Peridot.

Natural leather interior: Espresso/Cognac, Espresso/Peridot.

Interior packages:
- Natural Olive (wood)
- Carbon Fiber
- Monochrome Black (high-gloss)
- Yachting Mahogany (wood)
**Purism and optional extras. A contradiction to some.**

To us, the same thing.

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metallic paint</td>
<td>Code</td>
<td></td>
</tr>
<tr>
<td>Special colors</td>
<td>Code 20</td>
<td></td>
</tr>
<tr>
<td>Sun Design package with side slats</td>
<td>Code 12</td>
<td>9</td>
</tr>
<tr>
<td>Bi-Xenon™ headlights with Porsche Dynamic Light System (PDLS) in black</td>
<td>Code 54</td>
<td>6</td>
</tr>
<tr>
<td>Exclusive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porsche Entry &amp; Drive</td>
<td>Code 42</td>
<td></td>
</tr>
<tr>
<td>ParkAssist (front and rear)</td>
<td>Code 79</td>
<td>19</td>
</tr>
<tr>
<td>Reversing camera with ParkAssist (front and rear)</td>
<td>Code 79</td>
<td></td>
</tr>
<tr>
<td>Tinted LED tailights</td>
<td>Code 81</td>
<td>9</td>
</tr>
<tr>
<td>Exclusive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thermal and sun-insulated glass</td>
<td>Code 785</td>
<td></td>
</tr>
<tr>
<td>Automatically dimming exterior and interior mirrors</td>
<td>Code 785</td>
<td>19</td>
</tr>
<tr>
<td>Electric slide/tilt moon roof</td>
<td>Code 785</td>
<td>19</td>
</tr>
<tr>
<td>Panoramic roof system</td>
<td>Code 785</td>
<td>19</td>
</tr>
</tbody>
</table>

For further information on optional equipment, please refer to the main Cayenne catalog, the current Cayenne price list or visit us online at www.porsche.com where you will also find the Porsche Car Configurator.

**Option**

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailer coupling without tow ball</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Design of model designation</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Roof rails in black</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Roof Transport System in black</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Monochrome black exterior package (high-gloss)</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Extended monochrome black exterior package (high-gloss)</td>
<td>Code 122</td>
<td>19</td>
</tr>
<tr>
<td>Exclusive</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For explanation of footnotes, please refer to page 33.
### Engines, transmission and chassis.

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8-speed Tiptronic S with Auto Start Stop function</td>
<td>G1G</td>
<td>12</td>
</tr>
<tr>
<td>Porsche Active Suspension Management (PASM)</td>
<td>B1H</td>
<td>14</td>
</tr>
<tr>
<td>Air suspension with 20-mm reduction in ride height</td>
<td>B8K</td>
<td>14</td>
</tr>
<tr>
<td>Porsche Dynamic Chassis Control (PDCC)</td>
<td>2AW</td>
<td></td>
</tr>
<tr>
<td>Porsche Torque Vectoring Plus (PTV Plus)</td>
<td>1Y1</td>
<td>14</td>
</tr>
<tr>
<td>Power steering Plus</td>
<td>1H3</td>
<td></td>
</tr>
<tr>
<td>Porsche Ceramic Composite Brake (PCCB)</td>
<td>PB3</td>
<td>16</td>
</tr>
<tr>
<td>Sport exhaust system with face dual exhaust tailpipes trimmed in black</td>
<td>0PB</td>
<td>13</td>
</tr>
</tbody>
</table>

### Exclusive

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-inch Cayenne SportEdition wheel painted black (high-gloss) with wheel arch extensions</td>
<td>0P8</td>
<td>13</td>
</tr>
</tbody>
</table>

### Wheels

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-inch RS Spyder Design wheel</td>
<td>C5B</td>
<td>15</td>
</tr>
<tr>
<td>20-inch Cayenne SportDesign II wheel</td>
<td>CN7</td>
<td></td>
</tr>
<tr>
<td>21-inch 911 Turbo II wheel with wheel arch extensions</td>
<td>C54</td>
<td></td>
</tr>
<tr>
<td>23-inch Cayenne SportEdition wheel with wheel arch extensions</td>
<td>CN3</td>
<td></td>
</tr>
<tr>
<td>23-inch Cayenne SportEdition wheel painted with wheel arch extensions</td>
<td>CN5</td>
<td></td>
</tr>
</tbody>
</table>

### Exclusive

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>20-inch RS Spyder Design wheel</td>
<td>C5B</td>
<td>15</td>
</tr>
</tbody>
</table>

### Interior.

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort lighting package</td>
<td>PP5/PP6</td>
<td></td>
</tr>
<tr>
<td>Adaptive Cruise Control</td>
<td>BT3</td>
<td>19</td>
</tr>
<tr>
<td>Lane Change Assist (LCA)</td>
<td>1Y1</td>
<td>19</td>
</tr>
<tr>
<td>14-way power seats</td>
<td>PE5</td>
<td></td>
</tr>
</tbody>
</table>

### Option

- **extra-cost option**
- **standard equipment**
- **no-cost option**

For explanation of footnotes, please refer to page 33.
### Colors and personalization

<table>
<thead>
<tr>
<th>Option</th>
<th>I no.</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-way Adaptive Sport Seats</td>
<td>P16</td>
<td></td>
</tr>
<tr>
<td>Seat heating (front)</td>
<td>463</td>
<td></td>
</tr>
<tr>
<td>Seat heating (front and rear)</td>
<td>464</td>
<td></td>
</tr>
<tr>
<td>Seat ventilation (front)</td>
<td>403</td>
<td></td>
</tr>
<tr>
<td>SportDesign steering wheel with paddles</td>
<td>3ML, 10</td>
<td></td>
</tr>
<tr>
<td>Multifunction steering wheel</td>
<td>M 22M</td>
<td></td>
</tr>
<tr>
<td>4-zone climate control</td>
<td>9AH</td>
<td></td>
</tr>
<tr>
<td>Seals tinted colored</td>
<td></td>
<td>Code</td>
</tr>
<tr>
<td>Exclusive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle key painted</td>
<td>A3X</td>
<td></td>
</tr>
<tr>
<td>Exclusive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cargo management system</td>
<td>32Q</td>
<td></td>
</tr>
</tbody>
</table>

### Electric sunscreen for rear side windows

- For explanation of footnotes, please refer to page 33.
### Interior: Leather

**Basic: deviated stitching package**
- AXP (extra-cost option)

**Seat stitching in deviated color**
- AXH (standard equipment with no-cost option)

**Armrests in deviated color**
- AXJ (extra-cost option)

**Seat Centers in deviated color**
- AXK (standard equipment with no-cost option)

### Interior: Alcantara®

**Basic: deviated stitching package**
- AXF (standard equipment with no-cost option)

**Seat stitching in deviated color**
- AXH (standard equipment with no-cost option)

**Armrests in deviated color**
- AXJ (extra-cost option)

**Seat Centers in deviated color**
- AXK (standard equipment with no-cost option)

### Interior: Carbon Fiber

**Basic: deviated stitching package**
- 5MB (extra-cost option)

**Heated multifunction steering wheel in Carbon Fiber**
- 1XJ (extra-cost option)

**Grab rails in Carbon Fiber**
- 2FX (extra-cost option)

**Outer door-sill guards in Carbon Fiber, illuminated**
- 7M8 (extra-cost option)

**Outer door-sill guards in Carbon Fiber**
- 7M3 (extra-cost option)

For explanation of footnotes, please refer to page 33.
Audio and communication for vehicles with PCM.

- Porsche Communication Management (PCM) with navigation module
  - 7T1 18
- 6-disc CD/DVD changer
  - 7D7 18
- Bose® Surround Sound System
  - 9VL 19
- Burmester® High-End Surround Sound System
  - 9VJ 19
- Voice control
  - 7C1
- Electronic logbook
  - 9NY
- Porsche Rear Seat Entertainment
  - AEC
- SiriusXM Satellite Radio receiver
  - QV4
- HD Radio receiver
  - QV3
- SiriusXM Satellite Radio receiver and HD Radio receiver
  - QV8
- Sport Chrono Package
  - QR5 14

Factory collection.

- Factory collection Cayenne
  - S9Y, SZ8

Option | 1 ea. | Page
--- | --- | ---
Audio and communication for vehicles with PCM. | | |
Audio and communication for vehicles with CDR audio system. | | |
Factory collection. | | |
Purism stands for the uncompromising pursuit of a clear line: the road ahead.

Incredible power. Tremendous agility. Exclusive design. This is the formula that our engineers were working towards.

A formula that also promises unlimited driving pleasure. But sometimes life is to be enjoyed in its purest form – concentrated, in the truest sense. This was the approach we took when building the Cayenne GTS.

A concept reduced to its essential elements – output, performance, intelligence. A concept that is true to its roots: the tarmac.

Purist. The new Cayenne GTS.
Technical data: Cayenne GTS.

### Engine
- **Cylinders**: 8
- **Displacement**: 4.8 liters
- **Max. power (DIN)**
  - at rpm: 420 hp
  - at rpm: 6,500
- **Max. torque**
  - at rpm: 380 lb.-ft.
  - at rpm: 3,500
- **Compression ratio**: 12.5:1

### Transmission
- **Layout**: Porsche Traction Management (PTM): active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR)
- **Lockable differentials (standard)**: Electronically variable multi-plate clutch, lockable center differential
- **Exhaust Tiptronic S**: Standard

### Chassis
- **Front axle**: Extra-large format double wishbone suspension, fully independent
- **Rear axle**: Multi-link suspension, fully independent
- **Steering**: Power-assisted, hydraulic
- **Brakes**: 6-piston monotube aluminum fixed calipers at front, 4-piston monotube aluminum fixed calipers at rear, discs internally vented
- **Wheels**: 9.5J x 20 ET 47
- **Tires**: 275/45 R 20

### Weight
- **Curb weight**: 4,597 lbs
- **Permissible gross weight**: 6,261 lbs
- **Maximum payload**: 1,664 lbs

### Performance
- **Top track speed**: 162 mph
- **0–60 mph**: 5.4 secs

### Dimensions
- **Length**: 190.8 inch
- **Width (incl. mirrors)**:
  - 78.7 inch (84.8 inch)
- **Height**: 66.1 inch
- **Wheelbase**: 114.0 inch
- **Luggage compartment volume, with rear seats folded**: 62.9 cu ft
- **Tank capacity**: 26.4 gallons

### Off-road capability
- **Wading depth**: 21.22 inch, steel-spring suspension
- **Approach angle**: 28.8°, steel-spring suspension
- **Departure angle**: 27.2°, steel-spring suspension
- **Ramp breaker over angle**: 23.4°, steel-spring suspension
- **Max. ground clearance**
  - High Level II: 10.27 inch
  - High Level I: 9.39 inch
  - Normal Level: 7.99 inch
  - Low Level I: 7.59 inch
  - Low Level II: 7.59 inch
  - Loading Level: 7.13 inch

---

1) The unladen weight (EC) complies with the relevant EC Directives and is valid for standard specification vehicles only. Some items of optional equipment can increase this weight. The figure specified includes 68 kg representing the driver and 7 kg for luggage.

2) The data presented here was recorded using the Euro 5 test procedure (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) and the NEDC (New European Driving Cycle). The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. Fuel consumption was recorded on vehicles with standard specification. Optional equipment may affect fuel consumption and vehicle performance. Fuel consumption and CO2 emissions are not only determined by a vehicle’s fuel efficiency, but also by the driving style and other factors irrespective of vehicle specification. All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. For more information on individual models, please contact your Porsche Center.

3) At DIN unladen weight, ground clearance at axle center, Cayenne GTS with air suspension.

4) In conjunction with comfort memory package.
The Cayenne.

The success story of the Cayenne continues to gather momentum – thanks to its enhanced emotional appeal, it is more dynamic, practical and comfortable than ever before. And also more efficient. The V6 Cayenne is more powerful and economical, while also delivering exceptional capability off road.

Intelligent: the Cayenne S Hybrid. Its parallel full hybrid system harnesses the power of an electric machine and an internal combustion engine. Working in tandem, they produce a total output of 380 hp – for outstanding sports car performance combined with excellent fuel economy.

The Cayenne Turbo makes clear statements in terms of its design, equipment, output and efficiency. Its 4.8-liter twin-turbo-V8 powerplant develops 500 hp. With a maximum speed of 172 mph, this car proves that high performance and driving dynamics need not come at the expense of comfort and safety. As always, we’ve focused on what’s really important. To the point: the Cayenne models.

Purism, personality and performance. You decide in which form the new Cayenne GTS suits you best. You can use the Porsche Car Configurator to create an image of your ideal vehicle – on your PC.

1. Select a model.
2. Decide on an exterior color and choose your preferred wheel design.
3. Assign a color to the interior and select your desired seat type.
4. Finish off your configuration using our range of customization options.
5. You’ve configured your ideal Porsche. You can now save your configuration, print it off and hand it over to your Porsche Dealer to obtain a personalized quote.

To access the Porsche Car Configurator and further details on the fascinating world of Porsche, go to www.porscheusa.com.

Porsche Car Configurator.