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PORSCHE



The new Cayenne GTS and the new Cayenne GTS Coupé

Press Kit

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Fuel consumption and emissions

Cayenne GTS: fuel consumption: urban 15.3 – 14.7 l/100 km,
extra-urban 9.1 l/100 km, combined 11.4 – 11.2 l/100 km;
combined CO₂ emissions 260 – 255 g/km

Cayenne GTS Coupé: fuel consumption: urban 15.3 – 14.9 l/100 km,
extra-urban 9.1 l/100 km, combined 11.4 – 11.2 l/100 km;
combined CO₂ emissions 260 – 256 g/km

Cayenne Turbo: fuel consumption: urban 15.3 – 14.8 l/100 km,
extra-urban 9.4 – 8.9 l/100 km, combined 11.4 – 11.3 l/100 km;
combined CO₂ emissions 261 – 258 g/km

Cayenne Turbo Coupé: fuel consumption: urban 15.3 – 14.8 l/100 km,
extra-urban 9.4 – 9.0 l/100 km, combined 11.4 – 11.3 l/100 km;
combined CO₂ emissions 261 – 258 g/km

Cayenne Turbo S E-Hybrid Coupé: fuel consumption – combined 3.9 – 3.7 l/100 km, electricity
consumption – combined 19.6 – 18.7 kWh/100 km, CO₂ emissions – combined 90 – 85 g/km

All information refers to the EU model.

The consumption and CO₂ emission values were calculated according to the new Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The NEDC values derived from this must continue to be specified for the time being. These values cannot be compared with the values calculated on the basis of the previously used NEDC test. Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled "Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars", which is available free of charge from all sales outlets and from Deutsche Automobil Treuhand GmbH (DAT).

Highlights

Cayenne GTS and Cayenne GTS Coupé

The sportiest Cayenne.

The new GTS models are positioned between the S and Turbo models in the Cayenne series and are designed for especially sporty driving performance.

Power pack with higher output.

With the four-litre V8 biturbo engine, the Cayenne GTS now delivers 14 kW (20 PS) and 20 Nm more than its predecessor. This results in significantly improved driving performance.

Emotive sound.

The sports exhaust system with GTS-specific configuration provides a highly emotive sound experience. A new, centrally positioned sports exhaust system with high-frequency tuning was developed for the Coupé (only in combination with Lightweight Sports Package).

Lowered and highly dynamic.

PASM with 20 mm lower suspension, generously-sized brakes and PTV Plus permit stable and highly dynamic handling.

GTS ingredients I.

The Sport Design package, 21-inch RS Spyder Design wheels and typical GTS black accents ensure a distinctive and particularly sporty appearance.

GTS ingredients II.

The vehicle interior impresses with a unique ambience and air of exclusivity, featuring sports seats as standard and numerous Alcantara® and dark aluminium items.

Powerfully resharpended.

The new Cayenne GTS Coupé has its own personality with a steeply sloping roof line, wider shoulders, panoramic fixed glass roof and adaptive rear spoiler.

Summary

Now with V8 engine again: the new Cayenne GTS models

Dynamism and exclusivity together: with the Cayenne GTS and Cayenne GTS Coupé, Porsche is supplementing its SUV line-up with two new models designed with superb driving performance in mind. Typically for the GTS models, the powertrain plays a particularly important part: instead of the 3.6-litre V6 biturbo engine from its predecessor, a V8 heart now beats once more under the bonnet of the Cayenne GTS. With an output of 338 kW (460 PS) and torque of 620 Nm, the four-litre biturbo engine offers significantly improved performance in all disciplines. Both GTS models sprint from 0-100 km/h in 4.5 seconds with the Sport Chrono package and have a top speed of 270 km/h. A lowered performance-oriented chassis, unique design and enhanced equipment round off the new GTS package for the Cayenne.

Powerful, efficient, emotive: V8 engine with new sports exhaust systems

With the Porsche-developed four-litre V8 biturbo engine from the flagship Cayenne model, the new Cayenne GTS now delivers 14 kW (20 PS) and 20 Nm more than its predecessor. This leads to significantly improved performance, something which applies equally to the new Cayenne GTS Coupé: the standard sprint from 0-100 km/h is now 0.6 seconds faster than before with the Sport Chrono package. Top speed has been increased by eight km/h. At the same time, great importance has been placed on efficiency. Among other things, this has been achieved by the optimally matched Tiptronic S eight-speed automatic transmission, adaptive cylinder control, direct petrol injection with central injector position and an intelligently designed thermal management system. According to the NEDC combined cycle, the sportiest Cayenne models offer a fuel consumption of 11.4 to 11.2 l/100 km.

To match the new car's impressive performance, its specially configured sports exhaust systems deliver a highly emotive aural experience. Fitted as standard is an exhaust system with its tailpipes located towards the outside corners of the car's rear, designed to produce a rich sporty sound with a unique character. The high frequency-tuned sports exhaust system is a completely new development.

It features two centrally positioned oval tailpipes that are offered exclusively on the Cayenne GTS Coupé and in future also on the Cayenne Turbo Coupé – in combination with the optional Lightweight Sports Package in each case.

20 millimetres lower with dynamic damper control

The chassis setup of the new Cayenne GTS models creates the ideal prerequisites for outstanding lateral dynamics. The standard steel-spring suspension lowers the car by 20 millimetres and includes Porsche Active Suspension Management (PASM) for active and very sporty damper control. Porsche Torque Vectoring Plus (PTV Plus) is also fitted as standard. In combination with its standard 21-inch RS Spyder Design wheels, the generously sized grey cast iron brakes (390 x 38 millimetres at the front, 358 x 28 millimetres at the rear) clamped by red brake callipers, the new Cayenne GTS models bring the agility and spontaneity of a true sports car to the SUV segment. As an option, deceleration can be optimised by means of the Porsche Surface Coated Brake (PSCB) with tungsten carbide coating or the Porsche Ceramic Composite Brake (PCCB). Further options include 10 mm-lower three-chamber air suspension, rear-axle steering and the Porsche Dynamic Chassis Control (PDCC) electromechanical roll stabilisation system.

Sport Design package and characteristic GTS accents as standard

The standard Sport Design package ensures a unique and exclusive appearance in combination with numerous accents in Black. The new Cayenne GTS models are equipped as standard with satin-gloss Black 21-inch RS Spyder Design wheels. The LED headlights with Porsche Dynamic Light System (PDLS) and the LED tail light bar are also dark-tinted. The front air intakes, side window trims, the sports exhaust tailpipes and the Porsche and model logos on the rear are all in Black.

High-quality materials such as Alcantara® on the rooflining, seat centre panels, centre console armrests and doors, as well as dark-brushed aluminium, make it possible to also see and feel the sporty yet elegant characteristics of the Cayenne GTS models in their interiors. Standard eight-way sports seats, exclusively reserved for the new GTS models, offer optimal support for dynamic cornering due to the increased height of their side bolsters. GTS logos can be found on doors, door

entry sills, rev counter and head restraints. Numerous personalisation options include the GTS interior package, with additional colour accents in Carmine Red or Crayon for items such as decorative stitching.

Engine and performance

V8 from Zuffenhausen with its own soundtrack

The return of the V8 engine to the Cayenne GTS models does not just mean that there is now more power and torque available than before. The standard sports exhaust system has a new tuning configuration and also underlines the all-round improvement in performance with its rich V8 sound. The GTS models benefit from the same generation of engine as the Cayenne Turbo. The V8 biturbo engine has been developed by Porsche and is built in the engine plant in Zuffenhausen. In the Cayenne GTS, the four-litre engine delivers 338 kW (460 PS) and transfers up to 620 Nm of torque to the crankshaft. The current V8 biturbo engine generation features a host of technology highlights that also benefit the new GTS models: equipped with adaptive cylinder control, direct petrol injection with central injector position and an intelligently designed thermal management system, the engines offer the ideal prerequisites for increased efficiency. Like in all Cayenne models, a Tiptronic S eight-speed automatic gearbox is responsible for transferring power from the engine.

Instantaneous response thanks to central turbo layout

A host of technology highlights are also implemented in the four-litre V8 biturbo engine used for the new Cayenne GTS models. The exhaust turbochargers are located inside the cylinder V in a central turbo layout. This arrangement means that the engine has much more compact dimensions, allowing it to be installed lower in the car. The shortened exhaust gas paths between the combustion chambers and turbochargers result in more instantaneous response characteristics. The central turbo layout therefore enables the development of more power. The new counter-rotating twin-scroll turbochargers generate high torque at low engine speeds, also improving the responsiveness of the engine. The exhaust gas flows of the turbochargers are continuously fed to the turbine wheel as separate streams, significantly reducing any V8-specific charge cycle disadvantages. The optimised direct petrol injection system is characterised by the central injector position in the combustion chamber. The solenoid-driven high-pressure fuel injectors are designed as multi-hole injectors with seven spray holes while the optimised alignment of the individual spray jets guarantees homogeneous mixture formation. The central injector position and the higher injection pressures also ensure optimum combustion with increased efficiency in all operating states. Furthermore, innovative

production methods and materials are used. For example, it was possible to significantly reduce the weight of the cylinder crankcase by manufacturing this component by means of the sand casting core package process and by using high-strength main bearing covers secured with four bolts. At the same time, it was possible to increase rigidity to cope with the higher power outputs. Innovative processes were also used in production, such as an iron-coated liner applied by means of atmospheric plasma spraying. This is an extremely robust coating that is able to withstand high loads and is subject to practically no liner wear.

With an output of 338 kW (460 PS), the new Cayenne GTS models make 14 kW (20 PS) more power than their predecessor. Torque has also been increased by 20 Nm to 620 Nm. In combination with the Sport Chrono package (standard on the Coupé), the new Cayenne GTS and Cayenne GTS Coupé accelerate from 0-100 km/h in an impressive 4.5 seconds and from 0-200 km/h in 17.6 seconds. In the 0-100 km/h sprint, they are therefore 0.6 seconds faster than their predecessor.

Rich sound with unique character

The noise they make has traditionally been a particularly important characteristic of the GTS models. In a complex and detailed programme, a sports exhaust system has been specially developed for the new Cayenne GTS models, acoustically underlining their sporty appearance with a highly emotive sound. The new models are already equipped as standard with a switchable sports exhaust system, which intensifies the powerful sound of the V8 engine. The exhaust system's design, with its tailpipes located at the outer corners of the rear of the car, was focussed on achieving a sporty and rich sound with a unique character. This offers an even more emotive sound in both Sport and Sport Plus modes, with a sonorous burbling on the overrun. The sports exhaust system can also be activated in the "Car" menu via the Porsche Communication Management (PCM).

The twin-branch sports exhaust system has a modified, large-volume rear silencer and, compared with the options available on the other Cayenne models, the standard sports exhaust systems of the GTS models differ through the additional measures implemented for enhanced perception in the vehicles' interiors. This includes targeted reduction of the insulating material mainly in the rear area, which means that the sound can be experienced even more intensively by the vehicle occu-

pants. The standard sports exhaust system features twin tailpipes finished in high-gloss Black located at the outer left and right sides, thereby also visually ensuring the sporty appearance of the Cayenne GTS models.

Centrally located sports exhaust system for the Coupé with Lightweight Sports Package

The perception of the noises they make differs between the Cayenne GTS and Cayenne GTS Coupé due to their different interior architectures and resultant interior volumes. Details such as the differences in the design of the luggage compartment cover (Cayenne GTS: variable, Cayenne GTS Coupé: fixed) also influence the sound experience. In addition, a sports exhaust system with centrally located oval tailpipes has been developed for the Cayenne GTS Coupé. This new exhaust system is available only in combination with the Lightweight Sports Package and will be also be offered in the future on the Cayenne Turbo Coupé and Cayenne Turbo S E-Hybrid Coupé.

The sports exhaust system, with its centrally positioned tailpipes, has a fundamentally different design to the exhaust system that has its tailpipes located at the outer sides. The two exhaust tracts of the cylinder banks are separate from each other over the entire path from the centre silencer through to the rear silencer and exhaust gas outlets to the open air. The central position of its tailpipes is a characteristic feature of the new exhaust system. In the case of the sports exhaust system that has its tailpipes positioned at the outer sides, the openings are located correspondingly on the left and right. There is a continuously adjustable flap in the main left and right tracts located just upstream of the main silencer. These flaps are controlled via engine speed and load maps. A bypass branches off from the main tract before the flaps, which ends in a chamber of the main silencer. Perforated inner floors divide these chambers into three areas through which the exhaust gas flow is routed before it returns to the main tract and is then discharged to the outside. Depending on the switching status of the flaps, either all of the exhaust gas flow or a defined proportion passes through the main tract or bypass and silencer. This results in a clearly differentiated sound pattern. The high-frequency tuning comes from the world of motor sports and ensures a differentiated and unique sound experience.

The differences in the sound of the standard sports exhaust system compared to that of the centrally located sports exhaust system, which comes in combination with the optional Lightweight Sports Package, can be most appreciated when driving under high load and at higher engine speeds (in Sport or Sport Plus modes).

Chassis and chassis systems

20 millimetres lower and extra-dynamic setup

The combination of the latest chassis technology and the typical Porsche setup provides the basis for the outstanding handling characteristics of the new Cayenne GTS models. As in all Cayenne models, the active all-wheel drive Porsche Traction Management (PTM) system distributes the power optimally in every driving situation. The electronically and map-controlled multi-plate clutch of the PTM regulates power distribution between the rear and front axles. Driving conditions are monitored continuously in order to react to different driving situations. Among other things, sensors monitor the rotational speeds of all four wheels, the longitudinal and transverse acceleration of the vehicle as well as the steering angle, with the system adapting the distribution of power accordingly. The GTS models are equipped as standard with 20mm-lower steel-spring suspension that includes Porsche Active Suspension Management (PASM). The PASM active damper control system has been given an even sportier setup and is specially matched to the Cayenne GTS models. The slightly lower centre of gravity also contributes positively to the outstanding lateral dynamics of the vehicles.

Porsche Torque Vectoring Plus (PTV Plus), also standard, ensures direct and dynamic steering behaviour and always offers optimum traction when accelerating out of corners. The standard grey cast iron brakes with red brake callipers are matched to the longitudinal and lateral dynamics potential of the new Cayenne GTS models and are correspondingly generously-sized and powerful. On the front axle, six-piston aluminium callipers act on 390 mm discs to ensure optimum deceleration. At the rear, 358 mm discs and four-piston aluminium callipers are fitted as standard. The new Cayenne GTS models are equipped, again as standard, with 21-inch RS Spyder Design wheels with Black satin gloss painted finish – with 285/40 tyres at the front and 315/35 at the rear.

Air suspension, rear-axle steering, PDCC, PSCB and PCCB on the options list

Both driving performance and comfort can be optionally enhanced even further. For example, the standard steel-spring suspension can be replaced by adaptive three-chamber air suspension that includes PASM and lowers the car by 10 mm, making it possible to achieve an even greater spread between sportiness and long-distance comfort. Rear-axle steering provides greater agility and

stability, thereby enabling Cayenne GTS models to steer more immediately and build up lateral acceleration even earlier. Rear-axle steering not only increases safety at high speed but also comfort in everyday driving thanks to it reducing the car's turning circle from 12.1 m to 11.5 m. The axles steer in opposite directions at speeds of up to approximately 80 km/h, which not only ensures significantly higher agility and steering precision, but also makes manoeuvring easier. At higher speeds, both axles steer in the same direction, resulting in even greater driving stability – for example when changing lanes on the motorway at high speed. Maximum steering angle on the rear axle is three degrees.

Porsche Dynamic Chassis Control (PDCC) active roll stabilisation significantly increases the spread between driving comfort and performance. It operates with a 48-volt system and is capable of adjusting the torsional stiffness of the anti-roll bars on the front and rear axles in milliseconds in order to actively stabilise the car's body. Under lateral acceleration of up to 0.8 g, any lateral inclination in a Cayenne GTS with two occupants onboard is suppressed.

The new Cayenne GTS models can also be equipped with the Porsche Surface Coated Brake (PSCB). Thanks to a thin tungsten carbide coating on the brake discs, this offers faster response, increased friction coefficients, less wear and up to 90 per cent less brake dust compared to conventional grey cast iron brakes. Characteristic of PSCB are brake callipers painted in White. For particularly dynamic drivers, Porsche also offers the Porsche Ceramic Composite Brake (PCCB), which has been tried and tested on the race track. In this case, ten-piston aluminium brake callipers, finished in Yellow, go with 440 mm internally vented ceramic composite discs. At the rear, PCCB combines four-piston aluminium callipers and 410 mm brake discs.

Porsche 4D Chassis Control links all active chassis systems

Porsche 4D Chassis Control is a central control system that links all the chassis systems operating in the vehicle. It centrally analyses all three dimensions of the driving situation (longitudinal, lateral and vertical acceleration) and, from the results obtained, the optimal driving condition information is calculated and made available to all relevant systems. This provision of information in real time represents the fourth dimension. Porsche 4D Chassis Control enables the chassis systems to respond proactively and in an integrated manner to the upcoming driving situation.

Design and equipment

Sporty, exclusive, connected

The new Cayenne GTS models underline their sporty and exclusive character through a number of specific equipment features. Characteristic GTS ingredients include the Sport Design package and many Black accents on the exterior as well as concentrated Alcantara® and aluminium items in the interior.

The front end of the new Cayenne GTS models is characterised by its standard Sport Design front apron with Black air intake grilles, creating a sporty and unique look. Standard dark-tinted LED headlights with Porsche Dynamic Light System (PDLS) are executed in Black and are harmoniously integrated into the cars' front end. Lowered suspension with Porsche Active Suspension Management (PASM) means that the new Cayenne GTS models sit a sportscar-like 20 mm closer to the road. Compared with the previous Cayenne GTS, the wheels fitted on the new one are one inch larger as standard. In combination with the exterior-colour wheel arch extensions, the 21-inch RS Spyder Design wheels in satin-gloss Black underline the new cars' muscular looks. The red callipers of the standard braking system, side window trims in high-gloss Black, Sport Design side skirts painted to match the rest of the exterior and the GTS logo in Black on the front door sills, round off its overall appearance.

With its steeply falling roof line with flow-through rear spoiler, the rear end of the Cayenne GTS Coupé differs fundamentally from that of the Cayenne GTS. The Coupé also features an adaptively extending roof spoiler with spoiler lip. The characteristic Porsche light bar is also a central feature of the rear end design on both Cayenne GTS models. This is dark-tinted like the front headlights and therefore integrates harmoniously into the cars' overall appearance. To match this, the model logo on the boot lid is also finished in matt Black. Thanks to a unique Sport Design rear apron and diffuser, the back of the new Cayenne GTS models now boasts an even more powerful appearance. Their dynamic looks are finished off thanks to a standard sports exhaust system, the Black sports tailpipes of which exit at the outer corners of the rear of the car.

Aluminium, Alcantara® and contrasting stitching in Carmine Red or Crayon

The sporty and exclusive look of the exterior is also continued in the cabin of the new Cayenne GTS models. The stainless steel door entry sills feature the model logo in Black and make it clear to passengers the moment they get in that this is a particularly sporty and exclusive vehicle. The Black brushed aluminium standard interior package provides a sporty contrast and creates a high-quality impression. The new Cayenne GTS models also feature, as standard, an interior trimmed in Black leather and Alcantara®, with the latter being used to trim the seat centre panels, centre console armrests, doors, roof lining and door trim panels.

The analogue rev counter is in Black and features the GTS logo while the multifunction sports steering wheel with shift paddles is also on the standard equipment list. GTS front sports seats with electric eight-way adjustment are reserved exclusively for the new Cayenne GTS models and, thanks to their adapted form and the additionally raised height of the side bolsters, offer optimal lateral support during dynamic cornering. Adaptive sports seats with electric 18-way adjustment or 14-way electrically adjustable comfort seats are available as optional extras. The comfort seats can also be specified with an optional massage function. The standard GTS logos on the headrests and on the outer rear seats additionally underline the exclusivity of the new models.

The GTS interior package is also available as an option, which gives the interior an even more exclusive touch. In this, the GTS logo on the headrests and the decorative stitching on the seats, centre console, dashboard, door shoulders as well as the seat belts are in Carmine Red or Crayon. A contrasting colour rev counter is available as a separate option. Even more extensive Alcantara® than is standard is also optionally available. The fabric is then used on the grab handles of the centre console and doors and on the car key pouch, for example. A heated multifunction sports steering wheel, with an Alcantara® rim, can also be ordered.

Emotive and independent: the new Cayenne GTS Coupé

The new Cayenne GTS Coupé differs fundamentally from the Cayenne GTS and is marked out by its flatter A-pillar and windscreen, a roof line that slopes steeply to a flow-through roof spoiler at the car's rear, as well as its adaptively extending roof spoiler with spoiler lip. The two models also differ in that

the Cayenne GTS Coupé benefits from additional standard equipment, underlining its sporty qualifications as the coupé derivative. Among other things, its list of standard equipment includes the Sport Chrono package with Mode switch and Sport Response button, which delivers a selection of driving modes, enhanced driving dynamics and even more immediate responses. The speed-dependent Power Steering Plus, which reduces the necessary steering forces when manoeuvring and at lower speeds, is also fitted as standard to the GTS Coupé, as is front and rear Park Assist, which includes a reversing camera. The latter compensates for rear visibility that is not quite as good due to the type of car that it is and makes manoeuvring easier, thus contributing to increased safety and comfort.

With the exception of the front end of the car, all its body components have been newly developed for the Cayenne Coupé. The significantly steeper slope of roofline to the rear makes the Coupé variant of the Cayenne appear even more dynamic and positions it as the sportiest-looking model in the segment. This effect is supported by a fixed roof spoiler, which accentuates its distinctive coupé silhouette. The front windscreen and A-pillar are shallower than in the Cayenne, courtesy of a roof leading edge that has been lowered by around 20 mm. Newly designed rear doors and wings broaden the shoulders of the vehicle by 18 mm, contributing to its muscular lines. Its number plate is integrated into its bumper, making the car seem closer to the ground. Fitted as part of Porsche Active Aerodynamics (PAA), an adaptive, extending rear spoiler ensures that the Cayenne Coupé always delivers maximum driving stability, even at higher speeds. A large 2.16 m² fixed glass panoramic roof is also standard. A 0.92 m²-glazed area gives all passengers an extraordinary sense of space while the integrated roller sunblind offers protection against direct sunlight. The rear bench of the Cayenne Coupé has a single-seat design, offering space for two people. Alternatively, the three-seater rear bench familiar from the Cayenne is available. Rear passengers in the Coupé sit 30 mm lower than in the Cayenne, meaning that they enjoy plenty of headroom despite the vehicle's sporty lowered roof line.

A contoured carbon roof is available as an option on the Cayenne Coupé, part of the three Lightweight Sports Packages that further enhance performance by significantly reducing the vehicle's weight. In addition to the carbon roof, which alone saves 21 kilograms compared with the standard fixed glass panoramic roof, the 22-inch GT Design wheels are also a visual highlight of the Lightweight Sport Packages. Thanks to their lightweight aluminium design and motor sport-inspired forged milling

technology, each wheel weighs around 2 kg less than similar alloy wheels of the same size. In the interior, the package includes fabric seat centre panels with a classic check pattern. A new sports exhaust system has also been developed for the Cayenne GTS Coupé, featuring centrally positioned oval tailpipes and high-frequency tuning. This will also be available for the Cayenne Turbo Coupé and the Cayenne Turbo S E-Hybrid Coupé in future.

Intelligent Porsche Advanced Cockpit with full connectivity

The two new Cayenne GTS models feature an intuitive display and operating concept, the Porsche Advanced Cockpit. Like on all Cayenne models, the instrument cluster features the central rev counter flanked by two seven-inch full-HD displays. The driver can control all key functions via three core components: the 12.3-inch full-HD touchscreen of the Porsche Communication Management (PCM) system, the multifunction steering wheel to control the on-board computer, and the touch-sensitive Direct Touch Control function in the centre console to interact with selected functions. Mobile phones that support the Qi standard can be charged wirelessly in the optional smartphone tray. Porsche uses Type-C ports in a total of four USB sockets in the vehicle – in the stowage compartment in the front centre console and in the centre console. The advantages of these are multifunctionality, anti-twist connectors and fast data transfer rates. The USB ports are also illuminated, making them easier to find in the dark. Wireless use of Apple® CarPlay is also available, which makes individual iPhone® functions and apps available in the Porsche Communication Management (PCM) system.

The Cayenne GTS and Cayenne GTS Coupé are equipped as standard with a hi-fi sound system with 10 loudspeakers and 150 watts total output power. A BOSE® surround sound system is available as an option: with 14 loudspeakers and a separate subwoofer, 14 amplifier channels and a total output of 710 watts, this system delivers true clarity of sound to all five seats. The top-of-the-range system is the Burmester® 3D High-End Surround Sound System, featuring the new Auro 3D® format, which creates a realistic concert hall atmosphere within the car. It boasts 21 loudspeakers with a two-way centre system, an active 400 watt subwoofer and a total output of 1,455 watts.

All Cayenne models offer full connectivity. The wide range of connectivity options are part of the Porsche Connect Plus infotainment package, which is included in the car's standard equipment. This means that drivers can access numerous services through the Porsche Communication Management

(PCM) system. The PCM includes online navigation with real-time traffic information via the Here Cloud as standard. The simplified search for navigation destinations is based on the central finder, which is accessed by clicking on the magnifying glass icon in the header bar of the PCM. This enables destination searches using simple terms. The finder also provides a wide range of additional information, such as fuel prices, available car parks including prices and opening times, along with user reviews for hotels and restaurants. Voice input of navigation destinations is just as simple using Voice Pilot. Thanks to online speech recognition, voice commands can be performed intuitively. For example, a navigation destination can be entered without specific address details. The system understands more than 100 commands in total – from navigation functions to music control and through to vehicle functions, such as air conditioning and seat heating. Route calculation for navigation takes place at the same time both online and internally in the PCM. The PCM independently decides which navigation system has calculated the optimal route, but always starts with the result that was calculated fastest. The navigation system also processes swarm data with the Risk Radar service. With this, data about traffic and road conditions is anonymously captured and transmitted from vehicles with the relevant equipment. Detected by the vehicle's sensors, this data provides warnings regarding fog, skidding risks and accidents.

Destinations are easy to create before a journey, not only in the PCM, but also using the Porsche Connect App on a smartphone or away from the vehicle via the My Porsche online platform. The destinations are synchronised once the driver has been identified by entering their Porsche ID in the vehicle, the app and the My Porsche web portal.

Comfort & assistance systems

Intelligent assistance for the driver

Equipped with a host of innovative assistance systems, the new Cayenne GTS models make the driver's life easier and provide support in many situations. For example, they come with a predictive pedestrian protection system as standard. The system provides a visual and acoustic warning when a pedestrian or cyclist is in the collision area and, if the vehicle is moving towards a person too quickly, the system also performs a braking jolt. If the driver then presses the brake, braking force is increased up to the maximum possible level if necessary while, if the driver does not react, the system automatically initiates emergency braking. The front and rear Park Assist with reversing camera (standard on all Cayenne Coupé models) provides visual and acoustic information to the driver when manoeuvring and parking. Park Assist with Surround View is available as an option. This system calculates a 360-degree view from four individual cameras, thereby helping when parking and manoeuvring. The LED headlights, which include the Porsche Dynamic Light System (PDLS), ensure optimum visibility when driving at night. The headlights and LED tail light bar are dark-tinted as standard on the GTS models, but this does not affect their performance.

Comfort can be increased even further with the optional LED matrix headlights with Porsche Dynamic Light System Plus (PDLS Plus). This system generates a beam of light from 84 individual LEDs, which work together with upstream lenses or reflectors. The system is also equipped with a camera that detects vehicles ahead, as well as oncoming traffic on the other side of the road. It uses this information to precisely control the distribution of high beam light to prevent other road users from being dazzled. Visibility at night can be optimised by means of the optional Night Vision Assist system. This uses an intelligent thermal imaging camera to detect people or animals in the darkness so that the driver can be warned as necessary. The system has a range of up to 300 m and its electronics are able to classify the relevant thermal source, distinguishing, for example, an animal from a parked motorcycle with a warm engine.

Porsche InnoDrive with adaptive cruise control is a particularly forward-looking feature for driving both during the day and at night: using navigation data, it calculates the optimal acceleration and deceleration values for the next 3 km, and activates them via the engine, Tiptronic S eight-speed

automatic gearbox as well as the braking system. In doing so, the electronic co-pilot automatically takes into account bends, gradients and speed limits, detecting the traffic situation using radar and video sensors and adjusting the control process accordingly. When Sport mode is activated, InnoDrive switches to a more dynamic map. Developed by Porsche, InnoDrive improves efficiency and comfort. Vehicle functions such as coasting, trailing throttle fuel cutoff and braking interventions are controlled in a fuel-efficient manner based on the predictive navigation data.

The automatic distance control of the adaptive cruise control is available between 30 and 210 km/h. Thanks to its stop-and-go function, the vehicle is able to move off again automatically even after braking to a standstill. If the car is stopped for longer than three seconds, a short touch on the accelerator pedal or resumption via the control stalk is all that is needed to move off again. The integrated stopping distance reduction system helps to prevent collisions or at least reduce the speed at which they happen. The system provides an initial visual warning, followed by an acoustic warning and then a braking jolt if the Cayenne approaches the car in front too quickly. If necessary, braking initiated by the driver will be increased to the maximum possible braking force. If the driver does not react, the system automatically initiates emergency braking. In this case, the side windows close automatically; the seat-belt tensioners for the driver and passengers are activated and the system issues a warning by activating the hazard warning lights.

The optionally available head-up display projects all relevant driving information directly into the driver's field of vision in full colour. It is discreetly integrated into the dashboard directly in front of the windscreen and the display appears as if around 2.3 m away, directly in the driver's field of vision. The height, brightness and rotation angle of the display can be adjusted and settings are configured in a separate menu in the Porsche Communication Management (PCM) system. Drivers can choose from a range of information to be projected onto the windscreen, such as from the navigation system, assistance systems or warnings and other events. The display area is split into six different sections and drivers can choose from four different presets, each of which displays a range of vehicle information.

History

Cayenne GTS – a success story since 2007

The three letters GTS first made a name for themselves in 1964 with the victory of a Porsche 904 Carrera GTS in the legendary Targa Florio. Today, they stand for an extra helping of sportiness in combination with customarily high levels of comfort. The second generation of the first Porsche Cayenne also included a GTS variant, characterised by its extra power over the S model, eye-catching special colours and black accents. An attractive offering positioned between the S and Turbo models is therefore also now available in the current generation.

The GTS has established itself as the sportiest Cayenne derivative over the years. The first Cayenne GTS (internal designation E1 II), which was presented at the IAA in Frankfurt in 2007, was equipped with a V8 engine with an adapted intake system and delivered 298 kW (405 PS). Thanks to its adapted chassis characteristics, the first Cayenne GTS already featured significantly improved longitudinal and lateral dynamics and GTS enthusiasts remember to this day its distinctive looks and rich V8 sound. A Porsche Design edition limited to 1,000 vehicles was launched only a short time later with the Cayenne GTS PDE 3 (E1 II), which featured a special colour scheme and a particularly exclusive appearance inside and out. In 2012, the second generation of the Cayenne GTS (E2) was presented in Beijing. With 309 kW (420 PS), it delivered more power and accelerated from 0–100 km/h in only 5.7 seconds, setting new standards in the SUV segment. Alongside its performance, this GTS also impressed with its exclusivity. For example, the contrasting colour GTS package ensured an especially high-quality interior look.

The Cayenne GTS (E2 II) presented in Los Angeles in 2014 was equipped for the first time with a V6 engine. The biturbo engine delivered 20 PS more than its predecessor as well as 85 Nm more torque. At 5.1 seconds from 0–100 km/h, it was again faster than its predecessor. Visually, the Cayenne GTS has a sporty and completely unique appearance with its Black design elements.

With the current E3 generation, two Cayenne GTS derivatives are now being launched: the Cayenne GTS and, for the first time, the Cayenne GTS Coupé. Both vehicles impress with outstanding lateral dynamics and continue the success story of the Cayenne GTS models. Equipped with a four-

litre V8 biturbo engine, both GTS models boast a rich exhaust note as well as more power and torque. This has a positive effect on performance, which has been enhanced once again. Visually, the new GTS models benefit from the design language of the current Cayenne generation, which is further sharpened by the GTS-specific equipment items.