



PORSCHE



The new Cayenne Coupé

Press Kit

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Cayenne Coupé: Fuel consumption combined 9.4 – 9.3 l/100 km;
CO₂ emissions combined 215 – 212 g/km

Cayenne S Coupé: Fuel consumption combined 9.4 – 9.2 l/100 km;
CO₂ emissions combined 216 – 212 g/km

Cayenne Turbo Coupé: Fuel consumption combined 11.4 – 11.3 l/100 km;
CO₂ emissions combined 261 – 258 g/km

The consumption and CO₂ emissions values were calculated using 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 to the values calculated based on the NEDC measuring procedure used up to now.

Further information on the official fuel consumption and official specific CO₂ emissions of new passenger cars is available in the publication "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

The new Cayenne Coupé

Emotional and unique.

The highly dynamic lines and custom design elements of the new Cayenne Coupé truly set it apart from the Cayenne.

Athletic appearance.

Small changes with big impact: the new Cayenne Coupé is longer, lower and wider at the rear than the Cayenne, giving it a more athletic look.

Porsche design DNA.

The shallower windscreen angle and the steeper roof line falling sharply to the rear give the new Cayenne Coupé an unrivalled elegance.

Wide-screen view.

With the 2.16 m² panoramic fixed glass roof fitted as standard, the new Cayenne Coupé offers all passengers a sense of space that is unparalleled in its segment.

Comfortable travel.

The rear bench with the characteristics of two individual seats offers enough space for two people as standard. Alternatively, the Cayenne Coupé is available with the three-seater rear bench familiar from the Cayenne. Rear passengers sit 30 millimetres lower than in the Cayenne.

Perfect performance.

The lateral dynamics benefit from a widened rear-axle track. Powerful drive units from the third-generation Cayenne take care of longitudinal dynamics.

Adaptive aerodynamics.

Fitted as part of Porsche Active Aerodynamics, an adaptive, extendable rear spoiler ensures that the Cayenne Coupé delivers maximum driving stability, even at higher speeds.

An all-rounder perfect for everyday use.

The Coupé benefits from all the technical highlights of the third Cayenne generation in matters of the drive, chassis, comfort, connectivity and assistance systems.

Sporty character.

The optional lightweight sports packages include a contoured carbon roof, 22-inch GT Design wheels in lightweight design, seat centres in classic checked fabric, and carbon and Alcantara® highlights in the interior.

Extensive equipment.

The new Cayenne Coupé offers extensive standard equipment, including the Sport Chrono Package, new, eight-way sports seats with integrated head rests, Park Assist with reversing camera, PASM and 20-inch wheels.

Summary

The Cayenne Coupé: progressive, athletic and emotional

Porsche is extending its Cayenne family. An even sportier vehicle has been added to the third generation of this highly successful SUV range – the Cayenne Coupé. “The Coupé includes all the technical highlights of the current Cayenne, but has an even more dynamic design and new technical details that position it as more progressive, athletic and emotional,” says Oliver Blume, Chairman of the Executive Board of Porsche AG. The highlights of the new Cayenne model include sharper lines with a totally unique rear section, an adaptive rear spoiler, a rear bench with the characteristics of two individual seats and two different roof concepts – a panoramic fixed glass roof fitted as standard and an optional carbon roof.

A steeply sloping roof line creates unrivalled elegance

Proportions that are more dynamic combine with custom design elements to lend the new Cayenne Coupé an unrivalled elegance. “The significantly more steep roof line that falls away to the rear makes the Cayenne Coupé appear even more dynamic, and positions it as the sportiest-looking model in the segment,” says Michael Mauer, Vice President Style Porsche. That effect is supported by a fixed roof spoiler, which accentuates the distinctive Coupé silhouette. The front windscreen and A-pillar are shallower than in the Cayenne, courtesy of a roof edge that has been lowered by around 20 millimetres. Redesigned rear doors and wings broaden the shoulders of this vehicle by 18 millimetres, contributing to its overall muscular impression. The rear number plate is integrated into the bumper, making the vehicle seem closer to the ground.

With its adaptive roof spoiler, the current Cayenne Turbo was the first SUV to feature this type of active aerodynamics. The new Cayenne Coupé picks up that ball and runs with it. On each Cayenne Coupé model, a fixed roof spoiler is combined with a new adaptive rear spoiler as part of Porsche Active Aerodynamics (PAA). The spoiler – harmonically integrated into this model's silhouette – extends by 135 millimetres at speeds of 90 km/h and up, increasing the downforce on the rear axle.

Large panoramic fixed glass roof fitted as standard, with a carbon roof option

The new Cayenne Coupé comes with a 2.16 m² panoramic fixed glass roof as standard. The 0.92 m² glazed area gives all passengers an extraordinary sense of space, while the integrated roller blind protects against sun exposure and cold. A contoured carbon roof is optionally available for the Coupé on request. Its contour gives the roof the characteristic look of a sports car, similar to the Porsche 911 GT3 RS. The carbon roof is part of the three lightweight sports packages. These packages also include the Sport Design features and new 22-inch GT Design wheels in lightweight design, seat centres in classic checked fabric, and carbon and Alcantara® accents in the interior. For the Cayenne Turbo Coupé, the package also includes a sports exhaust system.

Comfort on the road with four sports seats

The new Cayenne Coupé offers plenty of space for up to four people as standard. At the front, the new eight-way electrically adjustable sports seats with integrated head rests offer exceptional comfort and optimum lateral support. In the rear, the Coupé comes fitted as standard with a rear bench that has the characteristics of two individual seats. Alternatively, the comfort rear seats with three individual seats – a familiar feature of the Cayenne – can be ordered at no additional cost. Rear passengers sit 30 millimetres lower than in the Cayenne, meaning there is plenty of headroom despite the vehicle's sporty lowered silhouette. The luggage compartment capacity is 625 litres and rises to 1,540 litres (Cayenne Turbo Coupé: 600 to 1,510 litres) when the rear seats are folded down.

High-performance turbocharged engines from 340 to 550 PS

The highly dynamic lines and custom design elements of the new Cayenne Coupé truly set it apart from the Cayenne. At the same time, it benefits from all the technical highlights of the third model generation, which features powerful drive systems, innovative chassis systems, a digitalised display and operating concept, and comprehensive connectivity.

The Cayenne Coupé with six-cylinder turbocharged engine and displacement of three litres delivers 250 kW (340 PS) and maximum torque of 450 Nm. The Sport Chrono Package fitted in series-production vehicles achieves the standard sprint from 0-100 km/h in 6.0 seconds, with this figure dropping to 5.9 seconds with the optional lightweight sports packages. The vehicle's top speed

is 243 km/h. The Cayenne S Coupé is powered by a 2.9-litre V6 engine with twin turbo-charging and 324 kW (440 PS). The maximum torque is 550 Nm. Performance: It accelerates from zero to 100 km/h in 5.0 (with optional lightweight sports package: 4.9) seconds and has a top speed of 263 km/h. The top-of-the-range Cayenne Turbo Coupé goes to the starting line with a four-litre V8 engine with twin-turbo charging, 404 kW (550 PS) and maximum torque of 770 Nm. The Cayenne Turbo Coupé accelerates from a standing start to 100 km/h in 3.9 seconds and has a top speed of 286 km/h.

An extensive range of equipment fitted ex works

The new Porsche Cayenne Coupé features an extensive range of standard equipment, honing the vehicle's sporty character. The standard equipment includes speed-sensitive Power Steering Plus, 20-inch alloy wheels, Park Assist at the front and rear including reversing camera, Porsche Active Suspension Management (PASM) and the Sport Chrono Package.

Design and equipment

Unrivalled elegance in the style of the Porsche design DNA

Proportions that are more dynamic combine with custom design elements to lend the new Cayenne Coupé an unrivalled elegance. With the exception of its front end appearance, which the new model shares with the Cayenne, all body parts have been completely redesigned and redeveloped. The significantly steeper roof line falling 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. That effect is supported by a fixed roof spoiler, which accentuates the distinctive Coupé silhouette. The front windscreen and A-pillar are shallower than in the Cayenne, courtesy of a front roof edge that has been lowered by around 20 millimetres. Redesigned rear doors and wings broaden the shoulders of this vehicle by 18 millimetres, contributing to its overall muscular impression. The rear number plate is integrated into the bumper, making the vehicle seem closer to the ground.

Porsche Active Aerodynamics with adaptive rear spoiler

With its adaptive roof spoiler, the current Cayenne Turbo was the first SUV to feature active aerodynamics. The new Cayenne Coupé picks up that ball and runs with it. The aerodynamics experts at Porsche have combined a fixed roof edge spoiler with a new adaptive rear spoiler. This rear spoiler extends by 135 mm at speeds of 90 km/h and up, increasing the downforce on the rear axle. This ensures enormous driving stability at high speeds, but also increases lateral dynamic reserves.

Unrivalled visual appearance: panoramic fixed glass roof or carbon roof

The new Cayenne Coupé comes with a 2.16 m² panoramic fixed glass roof as standard. The 0.92 m² glazed area gives all passengers an extraordinary sense of space, while the integrated roller blind protects against sun exposure and cold. The front windscreen and panoramic roof merge together seamlessly to create the appearance of one large black panel.

A contoured carbon roof is optionally available for the Coupé. The centre seam gives the roof the characteristic look of a sports car, similar to the Porsche 911 GT3 RS. The carbon roof is part of the three lightweight sports packages.

Cayenne Turbo Coupé with exclusive design features

The Cayenne Turbo Coupé is available as standard with 21-inch wheels in platinum silk gloss with coloured Porsche crest. The pronounced front bumper has also been reserved for the top model: their combination of matte and high-gloss black surfaces, the three air intakes in the front end give the impression of a single, continuous air intake. The black frames of the lateral air intakes additionally emphasise this effect. The undersides of the exterior mirrors, the lower sections of the front and rear bumpers as well as the door side trims and the wheel arch extensions are all painted in the same colour as the vehicle exterior. At night, the Cayenne Turbo Coupé is set apart from the other Cayenne Coupé models with its double-row front light modules. The rear of the Cayenne Turbo Coupé is distinguishable with its twin tailpipes in brushed stainless steel, a rear apron painted in the same colour as the vehicle exterior and a larger spoiler lip on the rear spoiler.

An extensive range of equipment fitted ex works

The extensive standard equipment of the new Porsche Cayenne Coupé includes speed-sensitive Power Steering Plus, 20-inch alloy wheels, Park Assist at the front and rear including reversing camera, Porsche Active Suspension Management (PASM) and the Sport Chrono Package. The Cayenne Coupé and Cayenne S Coupé are fitted with sports seats with eight-way adjustment and integrated head rests. In the Cayenne Turbo Coupé, the driver and front passenger sit on adaptive 18-way adjustable sports seats including memory package.

Lightweight sports packages with contoured carbon roof

Three lightweight sports packages are available to increase the performance of the Cayenne Coupé. They significantly reduce the vehicle weight, thereby allowing even better driving dynamics. The most distinctive element of the lightweight sports packages is the contoured carbon roof. Another visual highlight are the new 22-inch GT Design wheels. Thanks to their aluminium lightweight design with forged milling technology taken from motor sports, each wheel weighs two kilograms less than similar alloy wheels of the same size. In keeping with its sports car design, less insulating material is fitted on Cayenne Coupé models with the lightweight sports package. In combination with the flatter body (difference of two centimetres), the reduction in weight lowers the vehicle's centre of gravity to below that of the Cayenne, delivering a clear advantage in terms of driving dynamics. Customers have

the choice between three lightweight sports packages which save between 18 and 22 kilograms in weight. All packages include a diffuser in carbon as well as Sport Design front trim, front spoiler, wheel arch mouldings, sideskirts and rear apron. The Cayenne Turbo Coupé also features a sports exhaust system.

On the exterior, the three packages differ as follows:

- The lightweight sports package includes air intake grilles and air blades in black (matte).
- The lightweight sports package, carbon (expected to be available from January 2020) adds air blades and exterior mirror upper trims and diffuser trim in carbon. The mirror lower trims and base as well as the air intake grilles have a black high-gloss finish.
- In the lightweight sports package, black (expected to be available from October 2019), the wheels, front apron, air intake grilles, air blades, wheel arch mouldings, sideskirts, door side trims and rear apron are painted in black (matte).

The interior is also bathed in exclusivity: in combination with each of the lightweight sports packages, the seat centres are covered in classic checked fabric. Other common features of all packages are a heated steering wheel in Alcantara®, the roof lining trimmed in Alcantara® and the carbon interior package as standard, in which decorative elements on the instrument panel, on the front and rear doors as well as in the centre console are all trimmed in carbon.

Sport Design packages with add-on parts in black or carbon

Three Sport Design packages are available on request with the following equipment to accentuate the vehicle's dynamic appearance:

- The Sport Design front end package (expected to be available from October 2019) is available with the front end painted in exterior colour. Customers who order a vehicle with this package also receive the front spoiler, wheel arch mouldings, sideskirts and rear apron of the Cayenne Turbo Coupé.

- The Sport Design package in high-gloss black (expected to be available from October 2019) includes a unique Sport Design front apron painted in the vehicle's exterior colour including front spoiler as well as Sport Design wheel arch mouldings, sideskirts and rear apron. The air intake grilles, slats and air blades at the front also have a high-gloss black finish. The diffuser at the rear is kept in high-gloss black.
- The Carbon Design package (expected to be available from January 2020), like the Sport Design package, also includes numerous Sport Design add-on parts in high-gloss black and differs from the Sport Design package courtesy of the carbon air blades at the front. Air intake grilles and slats as well as the mirror base and lower trims are all painted in high-gloss black. The mirror upper trims as well as the rear diffuser are made of carbon.

Offroad Package with compass display on the dashboard

The optional Offroad Package with its various robust add-on parts not only protects vital vehicle components during tough offroad driving, but also makes the Cayenne Coupé look tougher. Additional offroad-specific information in the Porsche Communication Management (PCM) – for example steering angle, transverse gradient and longitudinal incline – and the compass display on the dashboard round off this special equipment.

Interior and infotainment

Sporty ambience and full connectivity

The new Cayenne Coupé offers plenty of space for up to five people. At the front, the new eight-way electrically adjustable sports seats with integrated head rests offer exceptional comfort and optimum lateral support. The Cayenne Turbo Coupé features 18-way sports seats which are also available in the other models as an option. Comfort seats with 14-way adjustment, which can also be equipped with a massage function, are also available as an option. Rear passengers sit 30 millimetres lower than in the Cayenne, meaning there is plenty of headroom despite the vehicle's sporty lowered silhouette. The Coupé comes fitted as standard with a rear bench that has the characteristics of two individual seats and a centre stowage compartment. In combination with the optional two-tone leather interior, the two rear seats are designed in contrasting colour. Alternatively, the comfort rear seats with three individual seats – a familiar feature of the Cayenne – can be ordered at no additional cost.

Practical detail: split backrests at the rear with adjustable incline

The backrest offers ten adjustment positions in two-degree increments from 11 to 29 degrees. The rear seats also feature a cargo position, with the backrest in an almost vertical position. If even more space is required, the backrests can be split in a ratio of 40/20/40 and folded forwards to create a flat loading floor. The luggage compartment capacity is 625 litres and rises to 1,540 litres (Cayenne Turbo Coupé: 600 to 1,510 litres) when the rear seats are folded down. The Comfort Access feature makes the luggage compartment easily accessible. A small movement of the foot underneath the rear bumper is all that is required to open the tailgate automatically. For security reasons, this function is only active if the system is simultaneously able to identify the vehicle key. The Comfort Access also enables keyless unlocking and locking of the vehicle, as well as keyless engine starting.

Quintessentially Porsche: driver-centric cockpit

The Cayenne Coupé offers an intuitive display and operating concept, the Porsche Advanced Cockpit. The instrument cluster features the traditional Porsche central tachometer flanked by two seven-inch full-HD displays. The driver can control all key functions via three core components: the full-HD touch

display 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.

The 12.3-inch full-HD PCM touch display is not dissimilar to a tablet. The system is just as easy and intuitive to operate and adjust to personal preferences. Using predefined tiles, drivers can quickly and easily create a home screen with their preferred functions, such as favourite radio stations, navigation destinations, favourite phone numbers or activation of the sports exhaust system. On the right-hand side of the screen, an info widget can be selected to enable access to other PCM functions. The navigation function can be displayed in the interaction area in the centre of the screen, for example, while the telephone function can be used on the right. Up to six individual profiles can also be configured. As well as a large number of interior settings, a profile is used to store specifications for lights, driving programmes and assistance systems. Just a few taps and swipes are all that is needed to navigate through the menus. The new PCM responds before it is even touched: if the system senses a hand approaching it, a column appears on the left-hand side of the display with further sub-items within the current menu. The user simply swipes with their fingertip – just like on a smartphone or tablet – to scroll through the options. The PCM also allows you to zoom in or out and rotate the display using two fingers. The display also recognises handwriting, and navigation destinations can simply be written on the screen.

Offroad settings: Five pre-programmed modes

The PCM now also acts as a command centre for all the driving dynamics systems in the Cayenne Coupé. The various offroad settings are selected via a specific menu on the screen. In this menu, the five offroad modes are displayed in 3D against the backdrop of selected scenery. Depending on the selections made, the control system optimally conditions the engine idling, the shifting strategy of the Tiptronic S, the PTM all-wheel system, torque distribution to the rear axle and the PSM stabilisation programme to suit the application. If the relevant equipment is fitted, the modes also adjust the air suspension including ground clearance, the PASM damper system, PDCC roll compensation and the rear axle steering to suit the offroad profile.

The car is configured for road use as standard. If the driver enters easy offroad terrain, such as a gravel track or a wet grass field, he can select the "Gravel" mode. For muddy forest tracks or deeply rutted roads, the driver can use the "Mud" setting. As the name suggests, "Sand" mode is best used when driving through sand, while "Rock" mode is designed for the hard and uneven surfaces found on rocky terrain. When combined with the optional Offroad Package, the menu offers additional displays for the steering angle as well as lateral and longitudinal inclination, which help drivers to get the best out of the vehicle when driving offroad. If the vehicle is equipped with Surround View, a Top View function is also available that shows the Cayenne Coupé within its surroundings.

Sound systems: up to 21 loudspeakers and 1,455 watts

The Cayenne Coupé and Cayenne S Coupé are equipped with the HiFi speaker system as standard, while the Cayenne Turbo Coupé comes with the BOSE® Surround Sound System. 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 advanced Burmester® 3D High-End Surround Sound System, featuring the new Auro 3D® format, which creates a realistic concert hall atmosphere within the car. The system includes 21 loudspeakers with a two-way centre system, an active 400 watt subwoofer and a total output of 1,455 watts.

Connect Plus: fully networked as standard

The new Cayenne Coupé is fully networked and connected. The wide range of networking options are part of the Porsche Connect Plus infotainment package, which is included in the standard equipment. This means that drivers can now access the following services through Porsche Communication Management (PCM):

- Amazon Music, one of the most popular streaming services, is available directly through the PCM. In addition to the comprehensive music selection, Amazon Music also offers other entertainment services for the particular country.

- Radio Plus is an intelligent combination of traditional radio reception and online radio. This service extends the range of your personal favourite station through an integrated Internet radio function so that it is practically unlimited, provided that the chosen station offers an online radio channel.
- Users of the Smart Home devices from Nest can receive information about their home in the vehicle at any time. The service transmits data from smoke detectors and images from installed cameras via the Internet. It also enables control of the temperature in the house directly from the vehicle.

Once the Cayenne Coupé leaves the range for terrestrial reception via FM or digital radio, the system automatically switches to online streaming. This improves the reception quality in areas with poor radio coverage. Porsche offers a seven-gigabyte data pack for the use of the Amazon Music streaming service, for online radio and for surfing the web using the Wifi hotspot in the vehicle. The new Cayenne Coupé is permanently online thanks to the integrated, LTE-compatible SIM card. This function is also included as standard.

Online navigation with swarm data

The online navigation works with real-time traffic information. 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 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, thanks to the new "Voice Pilot". Thanks to online speech recognition, voice commands can now be performed intuitively. For example, it is now possible to enter a navigation destination without specific address details. The system understands more than 100 commands in total – from navigation functions, to music control, through to vehicle functions, such as the air conditioning and seat heating. Route calculation for navigation therefore takes place at the same time both online and internally in the PCM. The PCM independently decides which navigation system has calculated the optimum route, but always starts with the result that was calculated fastest. The navigation system also processes swarm data with the new Risk Radar service, whereby data about traffic and road conditions is anonymously captured and trans-

mitted from vehicles with the relevant equipment. Captured by the vehicle sensors, this data provides warnings regarding fog, skidding risks and accidents. With this function, the new Cayenne Coupé can contribute towards mitigating risks and preventing 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 outside of 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.

For Apple and Android smartphones: Porsche Connect App

The Porsche Connect App provides the driver with a wide range of options to access different vehicle and Connect functions. The app is divided into three main areas: “Navigation”, “My Vehicle” for vehicle-related functions and “My Account” for user-related services and settings, such as linking of the Connect App with the user’s Amazon Music and Nest accounts. In the “My Vehicle” area, the driver can see whether the doors, tailgate and windows are closed by means of a representation of their own vehicle shown in three perspectives, and the driver can also lock or unlock the vehicle. Information regarding the vehicle range, oil level and maintenance history can also be called up here, and the monitoring and safety functions of the vehicle can be controlled.

More detailed information about Porsche Connect can be found online at www.porsche.com/connect and in the Porsche Connect Store at www.porsche.com/connect-store.

Powertrain and performance

Turbocharged engines with 340, 440 and 550 PS

Two high-performance engines are available at market launch. The Cayenne Coupé with V6 turbocharged engine and displacement of three litres delivers 250 kW (340 PS) and maximum torque of 450 Nm. The top-of-the-range Cayenne Turbo Coupé goes to the starting line with a four-litre V8 engine with twin-turbo charging, 404 kW (550 PS) and maximum torque of 770 Nm.

The new adaptive cylinder control allows the eight-cylinder of the Cayenne Turbo Coupé to be used as a four-cylinder. This means that the engine's load point in the partial load range can be pushed into the low fuel-consumption category. Depending on the driving condition and engine performance required, adaptive cylinder control is available up to approx. 3,000 rpm and 235 Nm. Adaptive cylinder control works by selectively closing the intake and exhaust valves of these cylinders.

The third in the series to be launched later on the market is the Cayenne S Coupé. It is powered by a 2.9-litre V6 engine with twin-turbo charging and 324 kW (440 PS).

Six- and eight-cylinder engines with central turbo layout

The new engines are packed with technological innovations. The exhaust turbochargers are arranged in a central turbo layout inside the cylinder V. This results in an engine with significantly more compact dimensions, allowing it to be installed in a deeper position inside the vehicle – which lowers the centre of gravity and improves lateral dynamics. The shortened exhaust paths between the combustion chambers and the turbochargers produce a more spontaneous engine response and a faster build-up in power. As exhaust gases are kept completely separate, the gas columns generated by the individual cylinders are virtually unaffected by their counterparts – a particular advantage in the V8 engine, and a design that also boosts efficiency.

Innovative production processes and materials are used in the manufacture of the engines. The weight of the crankcase for the eight-cylinder engine, for example, was reduced by using a sand casing core package manufacturing technique. The rigidity of the component was also increased

through the use of high-strength, quadruple-bolted main bearing covers. The linings of the high-performance machine boast a virtually wear-free iron coating, which is applied using an atmospheric plasma spraying process.

The six-cylinder engines also feature a range of innovative solutions. In the 2.9-litre engine of the Cayenne S Coupé, the exhaust manifold is integrated into the cylinder head. As well as reducing weight, this design means that the exhaust manifold is surrounded by cooling water, which ensures that the combustion process is highly efficient, even under full load.

Sporty and more responsive: the eight-speed Tiptronic S

The eight-speed Tiptronic S automatic transmission combines significantly faster shifting speeds with even more comfortable and smooth starting characteristics while also reducing traction interruption during gear changes. Thanks to the new shift-by-wire technology, the shift paths in the manual shift gate have been kept very short, which in turn reduces the necessary shifting forces and ensures even more comfortable operation. And, thanks to its position and design, the gear selector offers the ideal contact surface for manual operation of the infotainment system.

The more clearly differentiated driving modes enable the driver to benefit from the new transmission tuning. In "Normal" mode, the automatic transmission shifts to the higher gears quickly and smoothly to save fuel. In "Sport" mode, the Cayenne Coupé's Tiptronic S feels very sporty, allowing fast gear changes with short acceleration times. All Cayenne Coupé models achieve top speed in sixth gear. The seventh and eighth gears, along with the coasting function, are designed for maximum efficiency and to improve comfort on long-distance journeys. The low engine speed reduces the noise level in the interior. The auto start-stop function switches off the engine as the car coasts to a stop when approaching a traffic light. The auto start-stop function is automatically deactivated in the Sport and Sport Plus driving modes.

The Tiptronic S also has benefits if the Cayenne Coupé is used to tow another vehicle. Very few vehicles are able to pull a trailer load of up to 3.5 tonnes so effortlessly. Thanks to the torque increase of the converter, the transmission can transfer very high torque even at start-up and during manoeuvring. First gear is also shorter. This allows the vehicle to be driven very sensitively, especially at very low engine speeds, which is also a significant advantage offroad.

Sport Chrono Package with PSM Sport as standard

Unlike the Cayenne, the Sport Chrono Package is available as standard on all Cayenne Coupé models. Just like in the 911, the driver selects the driving mode via the mode switch on the steering wheel. In addition to Normal, Sport and Sport Plus driving modes, the driver can also select the "Individual mode". This mode allows the driver to store an individual set-up and select it simply by rotating the mode switch. Sport Plus mode activates Performance Start for optimum acceleration from a standstill, optimises all chassis systems for performance and also lowers the air suspension to low level.

The Sport Response button in the centre of the mode switch enables the driver to optimise the Cayenne Coupé for ultra-high responsiveness for a period of 20 seconds. This unlocks the maximum performance of the engine and the transmission for overtaking manoeuvres at the push of a button. In this mode, the Cayenne Coupé responds even more rapidly to the driver stepping on the accelerator, immediately converting this signal into optimal acceleration. The instrument cluster shows the driver, via a countdown timer, how long the Sport Response function will remain active. The performance boost can be used as often as required. When the Sport Response function is active, it can be ended manually at any time by pressing the button again.

As in sports cars, the Sport Chrono Package also includes the separate PSM Sport mode. In a safe environment, ambitious drivers can take the Cayenne Coupé closer to its limits, with the Porsche Stability Management (PSM) system tuned for maximum sporty performance. PSM remains active in the background. PSM Sport mode can be enabled regardless of the selected driving mode.

Active Porsche Traction Management (PTM) for all models

In all new Cayenne models, Porsche uses Porsche Traction Management (PTM), with an electronically and map-controlled multi-plate clutch, for its all-wheel drive. With its broad spread of torque distribution, the active hang-on all-wheel drive offers huge advantages in terms of driving dynamics, agility, traction and offroad capabilities. The system deploys variable and adaptive strategies to control the distribution of the propulsion force between the rear axle and the front axle. In addition, PTM monitors the driving conditions at all times. For optimum force distribution and traction in dynamic driving, the propulsion force on the front wheels is dosed on bends to allow the tyres to build up optimum levels of lateral support. During offroad driving, the system uses the fully variable distribution of the propulsion forces between the axles to ensure maximum propulsion at all times. The new Cayenne Coupé offers the same high level of offroad capabilities as the Cayenne. Combined with the optional three-chamber air suspension, the SUV is ideally equipped for forays onto challenging terrain, with its ground clearance of up to 245 millimetres, a ramp angle of 21.3 degrees and a fording depth of 530 millimetres. Systems such as the PDCC rolling-motion compensation and the PTV Plus differential lock on the rear axle offer real benefits when offroading. The offroad modes can be selected via a separate menu in the PCM. With its assistance, even inexperienced offroad drivers can apply all systems to best effect as the situation demands.

Chassis and chassis systems

Improved lateral dynamics and advanced driving comfort

The Cayenne Coupé is fitted with the same lightweight base chassis as the Cayenne with a front axle featuring a separated link design and a multi-link rear axle. An aluminium auxiliary frame stiffens the front axle construction and supports the engine via its integrated bearings. On the rear axle of the Cayenne Coupé and Cayenne S Coupé, Porsche fits a multi-link suspension with lightweight steel links and steel springs. The responsiveness of the dampers and thus also the spring comfort profit from the separated spring-damper arrangement on the spring links and the almost perpendicular damper arrangement. In combination with the wider wheels, the 18 millimetre wider rear ensures even more stability on the rear axle.

In combination with the adaptive three-chamber air suspension, fitted as standard on the Cayenne Turbo Coupé, aluminium forged links are used at the rear. The adaptive air suspension uses three chambers for each spring strut. The chassis is therefore able to work at three different spring rates. With the choice of five different ride heights, the ground clearance can be manually adapted to the terrain for offroad driving. They are also controlled actively with five new adapted driving modes for onroad and offroad driving.

All Cayenne Coupé models include Power Steering Plus, at least 20-inch wheels and the Porsche Active Suspension Management (PASM) damping system as standard. Power Steering Plus is firm as usual at high speeds. At low speeds, the steering force is assisted greatly to help the driver when parking and manoeuvring. Depending on the road conditions and driving style, the PASM actively and continuously regulates the damping force for each wheel individually. Three different programmes can be selected via the Porsche Communication Management (PCM), the PASM button or the Sport button: Normal, Sport or Sport Plus.

The spread of the chassis between comfort and sporty can be further increased on request with optional systems.

- The Porsche Dynamic Chassis Control (PDCC) active roll stabilisation system works with 48-volt technology based on super caps and is capable of adjusting the torsional rigidity of the anti-roll bars on the front and rear axles in milliseconds, actively stabilising the vehicle body. At a lateral acceleration of up to 0.8 g, the lateral inclination in a Cayenne Coupé with two occupants is suppressed. The design features an anti-roll bar divided in two, with the halves joined together by a pivot motor. Depending on the car's roll angle, the motor rotates the two halves in opposite directions, strengthening the rigidity of the anti-roll bar and keeping the vehicle upright. In the offroad modes, the PDCC largely disengages the anti-roll bar halves, or even actively rotates them. This enables greater axle articulation, and helps maintain contact with the ground to ensure optimal traction offroad. On fast roads, this function also means that the replication effects of the anti-roll bar are reduced to zero, and the spring and wheel movements can be damped completely independently of one another.
- Thanks to the rear-axle steering, the Cayenne Coupé steers without delay and builds up lateral acceleration at the rear-axle much sooner. Rear-axle steering also boosts comfort and safety in day-to-day driving. The car's turning circle is reduced from 12.1 metres to 11.5 metres. At speeds of up to approximately 80 km/h, the axles steer in opposite directions. This feature 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 speeds. The maximum steering angle used on the rear axle is three degrees.
- Porsche Torque Vectoring Plus (PTV Plus) is an ideal addition to the standard Porsche Stability Management (PSM) for enhancing driving dynamics and stability. This electronically controlled, fully variable rear differential lock improves the steering response and precision of the vehicle by applying brake pressure to the inside rear wheel as the situation demands. The effect is a direct and sporty steering action. It offers significant advantages when driving into bends. Brake pressure is selectively applied to the inside rear wheel as soon as the steering wheel is turned. Consequently, a greater amount of drive force is distributed to the outside rear wheel than to the inside wheel. This

difference in torque induces a yaw torque which additionally supports the steering action. The result is a significant increase in agility and steering response. What's more, PTV Plus noticeably improves traction while accelerating out of corners by locking the differential.

- At the core of the Porsche Surface Coated Brake (PSCB: standard on the Cayenne Turbo Coupé) are discs with an exceptionally hard tungsten-carbide coating, combined with specially developed brake pads. Compared to conventional grey cast iron brakes, the new system boasts far superior properties – including an up to 30 per cent longer service life. The discs not only wear at a significantly slower rate, but also generate less brake dust accumulation on the wheels. The increased friction values of the brakes also ensure improved responsiveness. The PSCB delivers stable braking even under extreme stress. A side effect of the new technology is the unique appearance of the coated discs. After around 600 kilometres of day-to-day driving, the pads will have polished the surface to a gleaming shine, creating a mirror-like finish. The aesthetic effect is enhanced by the white brake callipers.
- The decisive advantage of the Porsche Ceramic Composite Brake (PCCB) is the extremely low weight of the brake discs: They are roughly 50 percent lighter than grey cast iron brakes of a similar type and size. A factor which not only has a positive effect on driving performance and consumption, but which above all reduces the uncushioned and rotatory masses. The result: better road grip and increased driving and vehicle comfort, especially on uneven roads. Under high load in particular, it is well-suited to achieving a short braking distance. Moreover, the high fading stability of the PCCB means greater safety when braking at high speed.

Alloy wheels: 20 inches and larger

The wheels available on the new Cayenne Coupé start at 20 inches and now include more designs than those familiar from the Cayenne. The availability of two other 22-inch wheels means that the vehicle can now be fitted with very exclusive equipment:

- The sporty RS Spyder Design wheel is available for the Cayenne Coupé in 22 inches as well.

- One special highlight is the 22-inch GT Design wheel only available in combination with the lightweight sports packages. It is based on the design of the wheels fitted on 911 GT models. Thanks to its aluminium lightweight design with forged milling technology taken from motor sports, the wheel offers dynamic driving benefits.

Assistance and comfort systems

Comprehensive systems increase comfort and safety

The Cayenne Coupé benefits from all the technical highlights of the current generation of the Cayenne. And this includes the assistance systems. The standard front and rear Park Assist provides visual and acoustic information to the driver when manoeuvring and parking. The system uses ultrasonic sensors fitted to the front and rear of the vehicle. The Cayenne Coupé is also available with a reversing camera as standard. This helps with manoeuvring by showing a colour camera image on the PCM screen with dynamic guide lines and distances to potential obstacles. Park Assist with Surround View is available on request. It calculates a birds-eye view from four individual cameras that helps when parking and manoeuvring.

Adaptive cruise control with stop-and-go function

The Cayenne Coupé is equipped with a cruise control system with speed limiter function as standard, to help the driver regulate the car's speed and distance from other vehicles. The system can be activated between 30 and 240 km/h. The optional adaptive cruise control increases the range of functions considerably. Using a radar sensor positioned in the middle of the central air intake and the vehicle cameras, the system monitors the distance to vehicles in front and adjusts the distance automatically. It also detects vehicles crossing in front of the vehicle from other lanes. If required, the system brakes to match the speed of the vehicle in front until standstill. Wherever possible, it also uses the coasting function to reduce fuel consumption. The system offers greater driving comfort and safety, particularly in slow-moving traffic. The automatic distance control of the adaptive cruise control is available between 30 and 210 km/h.

Thanks to the stop-and-go function, the vehicle is able to pull off again automatically even after braking to a standstill. If the car is stopped for longer than three seconds, a short tap on the accelerator pedal or a restart via the control stalk is all that is needed to move off again. The stopping distance reduction system, which is also integrated into the Cayenne Coupé, helps to prevent collisions or at least reduce the collision speed. The system provides an initial visual warning, followed by an acoustic warning if the Cayenne Coupé approaches the car in front too quickly. If necessary, braking

initiated by the driver will be increased to full braking. If the driver does not react, the system automatically initiates emergency braking. In this case, the side windows and panoramic roof system close automatically. The seat-belt tensioners for the driver and passengers are also activated. At the same time, the system activates the hazard warning lights to warn vehicles approaching from behind.

InnoDrive as an electronic co-pilot

The Porsche InnoDrive with adaptive cruise control is a particularly ingenious feature: using the navigation data, it calculates the optimum acceleration and deceleration values for the next three kilometres, and activates them via the engine and the Tiptronic S as well as the brake system. In doing so, the electronic co-pilot takes corners, gradients and maximum speeds into account. It detects the current traffic situation using a radar and video sensors and adjusts the control process accordingly. Exclusively developed by Porsche, InnoDrive improves efficiency. 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.

Porsche InnoDrive also brings significant benefits in terms of comfort and dynamics. The system even recognises roundabouts, and adjusts the vehicle speed to match the circumstances ahead. When Sport mode is activated, InnoDrive switches to a more dynamic map. Using the integrated adaptive cruise control system, the radar and video sensors also monitor the distance to the traffic ahead, and permanently adjust this distance accordingly.

Anticipatory pedestrian protection

The Cayenne Coupé is equipped with an anticipatory pedestrian protection system as standard. The system considerably reduces the risk of collisions with pedestrians by issuing a visual and audible warning if a pedestrian or cyclist is located in the collision area. To enable this, the technology evaluates signals from the front camera. If the vehicle is moving towards a person too quickly, the brakes are applied. If the driver then also actuates the brake, the vehicle is brought to a complete stop. If the driver does not react, the system automatically initiates emergency braking.

Lane Keeping Assist including traffic sign recognition

Lane-changing manoeuvres in fast-moving traffic are one of the most frequent risks in day-to-day driving. The optional Lane Keeping Assist system monitors the car's position using a camera, and responds by providing steering support if the driver leaves the lane without indicating. The system significantly increases comfort and safety, particularly on long-distance journeys. In addition to steering assistance, a further audible and visual warning on the instrument cluster can be activated in the PCM. The system is active within a speed range of 65 to 250 km/h.

The Lane Keeping Assist system is combined with traffic sign recognition technology. Traffic sign recognition uses the same camera and detects normal speed limits, temporary speed displays, overtaking restrictions and indirect instructions, such as place-name signs. The traffic sign recognition technology is situation-dependent, and also uses other vehicle systems. If the rain sensor detects wet conditions, for example, the speed limit display system will take this into consideration and show weather-related speed limit indicators.

Lane Change Assist with Rear Turn Assist

The enhanced Lane Change Assist system can be used as a complement to Lane Keeping Assist. The system uses a radar sensor to detect the distance and speed of traffic behind the car in adjacent lanes. If the speed and distance to the driver's vehicle are deemed a risk for changing lanes, a warning is shown in either the left or right exterior mirror. The system detects vehicles at a distance of up to 70 metres, and is active at a speed range of between approximately 15 and 250 km/h. A further feature of the new Cayenne Coupé is Rear Turn Assist. After approaching a junction, the Rear Turn Assist system displays an optical warning for objects nearing the vehicle in its blind spot. When pulling off with one of the indicators active, the driver is assisted by the Rear Turn Assist until reaching the activation speed of the Lane Change Assist.

Night Vision Assist with thermal imaging camera

Night Vision Assist uses an intelligent thermal imaging camera to detect people and animals when driving in the dark, and flags up their presence and position to the driver. The system operates at distances of up to 300 metres. The electronics are able to classify the relevant thermal source and

to distinguish an animal from a parked motorcycle with a warm engine, for example. Night Vision Assist is deactivated in built-up areas to avoid possible false warnings such as dogs on a leash on the pavement. If the vehicle is fitted with optional LED matrix headlights, detected people or animals are illuminated in a beam of targeted light.

New LED light system with adaptive matrix headlights

Porsche has equipped the new Cayenne Coupé with cutting-edge light technology. The latest LED technology is used in the headlights and the rear lights in all models. LED headlights with 4-point daytime running lights in LED technology are standard equipment in the Cayenne Coupé and Cayenne S Coupé; the Cayenne Turbo comes with LED headlights equipped with the Porsche Dynamic Light System.

LED matrix main headlights with the Porsche Dynamic Light System Plus are the new top-of-the-range option. 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 the high beam light to prevent other road users from being dazzled. In the Cayenne Coupé, the driver always benefits from maximum illumination of the road ahead – particularly with high beam activated – without affecting other road users. The complex headlight module is made up of several components that can be controlled in a highly flexible and independent manner based on camera data, navigation data and vehicle statuses. Thanks to the intelligent beam distribution, other functions can be integrated that significantly increase driving comfort and safety. For example, the system is capable of detecting highly reflective traffic signs and selectively masking them to reduce glare for the driver. The intelligent light system also provides a special setting for oncoming traffic. The boost function not only fades out the beam directed toward oncoming traffic in segments but also boosts the illumination of the driver's own lane. This guides the driver's eyes, thus increasing comfort and safety.