

New developments: rear-axle steering, air suspension, roll stabilisation

This format provides the optimal basis for the active chassis systems, which are analysed and synchronised by the integrated Porsche 4D Chassis Control system. The system works in real time, optimising handling even further. With the exception of the active PASM damper system (as standard with the Cayenne S), all other chassis systems are new developments. For the first time, the Cayenne is available with electric rear-axle steering. The system, tried and tested both in the 911 and the Panamera, improves agility on bends and stability when changing lanes at high speeds. The reduced turning circle also makes everyday handling of the SUV easier.

The optional adaptive air suspension with new three-chamber technology significantly increases the spread between a sporty, firm connection and the driving comfort expected of a touring car. Just as before, the system enables adjustments to the ground clearance on rough terrain. With the optional Porsche Dynamic Chassis Control (PDCC) roll stabilisation, sporty drivers benefit by changing from a hydraulic to an electric system. This switch is made possible by a powerful 48-volt vehicle electrical system. Shorter response times enable even more precision in the driving dynamics – and even more comfort on moderate drives.