



PORSCHE



The Cayenne

Sportscar Together



PORSCHE



The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (04/2018). Porsche reserves the right to alter specifications, equipment and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.



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“In the beginning, I looked around, but could not find quite the car I dreamed of. So, I decided to build it myself.” Ferry Porsche

The dream of a sports car.

For a great dream you have to fight. For more than a bold vision. The next victory? Is rarely laid in your lap. Because often you have to fight against something first: against opposition, against conventions. And against rigid thought processes.

No matter what you set your heart on, without passion, bite and endurance you will achieve nothing. Ferry Porsche gave everything for the sports car of his dreams. His dream came true – not because he hesitated, waited, or was lucky. But because he grew beyond himself. This attitude, this fighting spirit is in every Porsche built since 1948. It is deep inside the smallest screw and in every race won. It is also in every idea. Because our engineers are not satisfied with 100%.

But because they give everything – for that decisive percentage more. Because just one single second can make the difference between triumph or tears. For the Dr. Ing. in our company name and to revive sports car fascination again and again.

To us, it's never been about extra horsepower alone, but about more ideas per hp. It's about engines that are more efficient, not bigger. It's about a design that follows principles, not trends. It's about sports cars that can be driven day in, day out.

Only when all this comes together do we speak of Porsche Intelligent Performance. The core of the Porsche brand. And of its future. We fight for that. Like on the first day. For a dream for which our heart will always beat.



Sportscar Together.

Cayenne





Cayenne Turbo

Cayenne E-Hybrid

Great dreams are there, so that we can make them come true together.

The Cayenne: a sports car for five.

In motorsports we know: only one can be the first to cross the finish line. But only the whole team can make the victory happen. What counts on the race track, also counts on the road of life: all for one, one for all. A belief that the Cayenne is putting into action. By bringing team spirit to the world of the sports car, and at the same time, sportiness in our daily lives together. With five doors that are open for any adventure. With a new dynamic design and efficient turbo units. With an exceptional digital networking, that brings the whole world into the cockpit. With versatility, quality and new pioneering assistance systems that offer the driver and passengers exceptional comfort.

This is the way the Cayenne makes the Porsche experience even more fascinating, even more diverse. And, at the same time, it remains what it always was: a real sports car. For real sports car lovers, who are living their great dream. And sharing it.

The Cayenne.
Sportscar Together.

For fuel consumption, CO₂ emissions, all-electric range, electricity consumption and efficiency class, please refer to page 146 onwards.



Design.

Cayenne Turbo





Cayenne E-Hybrid

**A language that sports car fans understand worldwide:
the dynamic design language.**

Design.

What unites us all is our passionate enthusiasm for the sports car experience. It begins even before the start – the moment we first glance over the proportions. And these say: Porsche DNA.

For this, there are the Porsche typical distinguishing features such as the heavily emphasised front wings, the long, sloping bonnet with power domes and the characteristic three-piece air intakes, which have become even larger and more dominant. The front apron is new and powerfully styled – even when stationary, it alludes to the concentrated performance. The LED main headlights have an optional new LED matrix beam.

Laterally, the sharpened lines of the roof fall flatter to the rear right through to the roof spoiler. Just like the newly styled doors and the new, up to 22-inch wheels with – for the first time on the Cayenne – mixed tyres with up to 315mm at the rear axle. These are further details that enhance that overall sporty impression.

The rear has been completely redesigned. The attention is drawn directly to the striking light strip, extending over the entire rear and elegantly emphasising the presence of the new Cayenne. The taillights use state-of-the-art and precise LED technology, and adopt the design concept of the headlights. Their single light elements are recognisable as three-dimensional bodies. Another highlight of the vehicle design.

For fuel consumption, CO₂ emissions, all-electric range, electricity consumption and efficiency class, please refer to page 146 onwards.



Overall, the Cayenne is more broad-shouldered compared to the predecessor generation – and thus more muscular, more athletic, more dynamic.

Even a touch more angular and masculine: the Cayenne Turbo. Its front has an especially unique, particularly powerful design with further enlarged air inlets. Numerous exterior details, such as the exterior mirrors or wheel arch extensions, painted in the exterior colour, provide an even more impressive look. Special highlight: the adaptive roof spoiler, which, depending on the driving situation, extends to five positions. The result: even more supremacy and even more pure Porsche emotion.

① New light strip with three-dimensional 'PORSCHE' logo

② 'e-hybrid' model designation with corona in Acid Green on the tailgate

③ New taillights with LED technology with three-dimensional lighting graphics and integrated four-point brake lights

④ 21-inch Exclusive Design wheel with wheel arch extension in exterior colour
Porsche Exclusive Manufaktur

⑤ Roof spoiler painted in exterior colour

⑥ New rear apron with horizontal contouring and accentuated wide look

⑦ Rear apron in exterior colour

⑧ 21-inch AeroDesign wheels with wheel arch extensions in exterior colour





1 LED main headlights with matrix beam including PDLS Plus

2 Slats with black (high-gloss) inlays in the air intakes – only in conjunction with exterior package in black (high-gloss)

3 New front apron with large central air intake

4 'Power dome' on bonnet

5 Independent Turbo front apron with significantly larger air intakes

6 Mixed tyres

7 Double-row Turbo front lights in LED fibre optics



**Where do sports car dreams come from?
Deep inside us.**

Interior design.

There are many SUVs. But only one where you can breathe in the motorsports atmosphere just from entering it. High quality, sporty, ergonomic. For instance, due to the flat, broad dashboard and the ascending centre console for a quick grip from the multifunction sports steering wheel to the gear selector.

In short: Porsche DNA. Because our origin is motorsports. That is where we have learned how important it is to bring vehicle and driver as close together as possible. The interior is built practically around the driver. And so is completely and fully focused on them.

This also applies to the seats: sportiness is very important. Also on the newly designed rear seats, where every single place also triggers motorsports emotions. Without compromising comfort.

New in all Cayenne models: the Porsche Advanced Cockpit control concept. The centre console with Direct Touch Control features an interface in glass look with touch-sensitive buttons for direct access to the most important functions. Among these: the compact gear selector. Above the centre console is Porsche Communication Management (PCM) with a full-HD 12-inch touchscreen display with online navigation module for intuitive operation. The new instrument cluster sits behind the multifunction Sports steering wheel. On the right and left of the typical Porsche analogue rev counter – classic with a needle – two high-resolution displays show all the virtual instruments, maps and other information as required.



Cayenne S



Cayenne E-Hybrid

- 1 Porsche Communication Management (PCM) with full-HD 12-inch touchscreen display including online navigation module
- 2 Centre console with Direct Touch Control
- 3 High-resolution displays
- 4 Multifunction sports steering wheel with gearshift paddles
- 5 Mode switch (Sport Chrono Package)
- 6 Trim in aluminium, wood or carbon. Image features trim in black (high-gloss)
- 7 Sport Chrono clock

The coloured ambient lighting – new in the Cayenne – available on request, sets precisely targeted lighting accents in the interior. You can set different colours for each mood and also the light intensity itself.

In particular, the new Cayenne Turbo has features that highlight the sporty character of the car, such as the exclusive steering wheel design or even the adaptive Sports seats with memory package, and – for the first time in the Cayenne – integrated front headrests as well as the recessed embossed 'turbo' logo. The decorative strip design made of cross-brushed aluminium is exclusive to the Cayenne.

All models impress with their typical Cayenne strengths: spaciousness, a high degree of variability and many select materials. Just as you wish, as there are numerous personalisation options. In short: an interior that would be a pity to limit to trips alone.



Cayenne E-Hybrid.



Cayenne Turbo.



Cayenne S.



Cayenne.



Cayenne Turbo, Cayenne S and Cayenne

The highlights of the standard interior.

Cayenne models.

Selected features of the standard specification for the Cayenne, Cayenne E-Hybrid and Cayenne S models

- LED main headlights
- Taillight strip
- 19-inch alloy wheels
- Porsche Active Suspension Management (PASM) (starting from S model and Cayenne E-Hybrid)
- Porsche 4D Chassis Control
- Porsche Advanced Cockpit control concept
- Centre console with Direct Touch Control
- Porsche Communication Management (PCM) including navigation module
- Connect Plus module
- Partial leather interior
- Interior trim strips in black (high-gloss)
- Power seats (eight-way, electric)
- Park Assist front and rear
- LED interior lighting

Upgraded standard specification for the Cayenne Turbo

- LED main headlights including Porsche Dynamic Light System (PDLS)
- Adaptive air suspension including Porsche Active Suspension Management (PASM)
- Porsche Active Aerodynamics (PAA) including adaptive roof spoiler
- Porsche Surface Coated Brake (PSCB)
- 21-inch Cayenne Turbo wheels in dark titanium, highly polished including wheel arch extensions in exterior colour
- Wheel centres with full-colour Porsche Crest
- Leather interior
- Adaptive Sports seats including memory package (18-way, electric) and integrated headrests with embossed 'turbo' logo
- Interior cross-brushed aluminium trim strips
- BOSE® Surround Sound System



Cayenne E-Hybrid

**Upgraded standard specification
for the Cayenne E-Hybrid**

- 100kW electric motor
- Sport Chrono Package
- Porsche Active Suspension Management (PASM)
- 'e-hybrid' model designation
(on left and right wings and on the tailgate)
- Calipers with Acid Green finish
- Charging equipment
- Instrument cluster with power meter



Drive
and chassis.

Cayenne Turbo



- ❶ 3.0-litre V6 combustion engine
- ❷ Power electronics
- ❸ Electric motor
- ❹ High-voltage cable
- ❺ On-board charger
- ❻ Vehicle charge port
- ❼ High-voltage battery



Cayenne E-Hybrid

We don't make compromises. We make sports cars.

Porsche E-Performance.

How is it possible to reduce the fuel consumption and emissions of an engine geared for superlative performance? How does a manufacturer of high-powered sports cars meet today's requirements? We do it with an abundance of enthusiasm and artful engineering. And with many years of expertise. We are giving the world of electric mobility a boost with Porsche E-Performance.

The hybrid drive is created by the optimum combination of combustion engine and electric motor. You will feel what Porsche E-Performance means as soon as it presses you firmly into the driver's seat. The 3.0-litre turbocharged V6 engine with 250kW (340hp) builds up power and torque with increasing speed. The maximum torque of the 100kW (136hp) electric motor is available immediately. The result: an enormous 700Nm of system torque. Pure sports car performance, in other words.

The Cayenne E-Hybrid accelerates from 0 to 100km/h in a mere 5.0 seconds, with a top speed of 253km/h. And all that with a fuel consumption of just 3.4–3.2l/100km.

Its 100% all-electric range of 23km to 44km theoretically allows you to do a full day's work in the city without starting the combustion engine – with a top speed of up to 135km/h.

Discover what Porsche E-Performance means. For your everyday life. For your driving experience. For your shared desire to push forwards.

For fuel consumption, CO₂ emissions, all-electric range, electricity consumption and efficiency class, please refer to page 146 onwards.

**We are ready for the future.
And now we are making the future ready for us.**

Charging infrastructure.

A new mobility concept is only really innovative if it doesn't end with the vehicle. Therefore, Porsche E-Performance also extends to the infrastructure: an optimally integrated vehicle charge port, practical charging equipment and ingenious charging facilities for use at home and on the road. For today, tomorrow, and into the future.

Charging at home.

For fast and convenient charging of your Porsche at home, we recommend installing an industrial electrical outlet. A practical wall mount for the Porsche Universal Charger (AC) is included as standard with your E-Hybrid model.

Charging on the road.

Many towns and cities have public charging facilities compatible with your Porsche E-Hybrid model. To use them, you simply need the optional charging cable (mode 3). Alternatively, you can use the Porsche Universal Charger (AC) connected to a suitable electrical socket, e.g. at work. Porsche offers special, easily changeable mains adapters for this.

If you'd like to charge your sports car abroad, a suitable power cable is available on request – for all standard sockets worldwide. And with Porsche Connect, you can easily find charging facilities nearby, on your route or at your destination.

Porsche Charging Service.

The Porsche Charging Service gives you convenient access to public charging pedestals for all relevant countries and providers.¹⁾ There is no need to register with each individual provider. Only available with an authentication device (RFID card or smartphone app). Invoices are issued conveniently and with no cash payment via your Porsche account, and can be viewed online together with your charging history.

¹⁾ Currently only available in selected countries. Further countries are planned.





Cayenne Turbo

Every team needs a motivator.

Engines and transmission.

The Cayenne generation of engines has been redeveloped completely from scratch and they now offer even greater power and torque. Combined with a further improvement in efficiency.

The 4.0-litre twin-turbo V8 engine in the Cayenne Turbo.

With its 404kW (550hp), the new 4.0-litre twin-turbo V8 engine with twin-scroll turbochargers proves to be particularly powerful. The maximum torque of 770Nm is set between 1,960–4,500rpm. Acceleration from 0 to 100km/h takes just 3.9 seconds¹⁾.

The 2.9-litre twin-turbo V6 engine in the Cayenne S.

The newly developed 2.9-litre twin-turbo V6 engine in the Cayenne S delivers a mighty 324kW (440hp), which makes it 15kW (20hp) stronger than the engine of the predecessor model – despite a reduction in fuel consumption. Torque: 550Nm at 1,800–5,500rpm.

The 3.0-litre turbocharged V6 engine in the Cayenne.

The efficient 3.0-litre turbocharged V6 engine in the Cayenne is equipped with a twin-scroll turbocharger between the cylinder banks and delivers 250kW (340hp). The maximum torque of 450Nm is set between 1,340–5,300rpm.

The 3.0-litre turbocharged V6 engine in the Cayenne E-Hybrid.

For low fuel consumption combined with maximum performance: the combustion engine with 250kW (340hp) develops its maximum torque of 450Nm at 1,340–5,300rpm. The electric motor with 100kW (136hp) gives additional thrust. The total system power is 340kW (462hp) and the maximum system torque is 700Nm.

8-speed Tiptronic S.

The 8-speed Tiptronic S transmission in the Cayenne models has been redeveloped completely from scratch. Thanks to the wide ratio spread of the gears, fuel consumption is reduced – while comfort and sporty performance are enhanced. 8-speed Tiptronic S shifts gear automatically – and adapts to your driving style.

Coasting.

For a consumption saving in certain driving situations, so-called coasting is possible. The engine is decoupled and reduced to idle speed, thereby avoiding its braking effect.

¹⁾ With Sport Chrono Package.

For fuel consumption, CO₂ emissions, all-electric range, electricity consumption and efficiency class, please refer to page 146 onwards.



Cayenne

Everything under control.
Thanks to the 4D chassis control, even in the 4th dimension.

Chassis.

Sometimes there are several ways to get to our destination. This is due to new developments such as, the adaptive air suspension with three-chamber technology or the rear-axle steering.

Also new is the integrated chassis controller, Porsche 4D Chassis Control. It centrally analyses the driving situation in all three spatial dimensions – the pitching, rolling and yawing motion. It calculates the best driving conditions and synchronises all chassis systems in real time: the fourth dimension. For an optimised overall performance. And for the optimal combination of sportiness and comfort.

Porsche Active Suspension Management (PASM). PASM is the electronic adjustment of the shock absorber system. It actively and continuously controls the damping force, depending on the road condition and the driving mode, for each individual wheel. For reduced body movements and thus more comfort on all seats. Three settings are available: 'Normal', 'SPORT' and 'SPORT PLUS'.



Adaptive air suspension.

The adaptive air suspension increases driving dynamics and comfort. With the use of the three-chamber technology, an even greater combination of comfort and sportiness can be experienced, as the spring rate is adjusted according to driving mode and driving situation. In addition, the air suspension includes a self-levelling function for a constant vehicle position, PASM and height adjustment. This way, you can actively change the ground clearance as required.

Porsche Dynamic Chassis Control (PDCC).

Porsche Dynamic Chassis Control (PDCC) is an active roll stabilisation system. It registers the lateral inclination of the body induced by cornering from the very outset and acts to suppress it. The system also reduces the lateral instability of the vehicle on uneven ground. What's new is the inclusion of electromechanical anti-roll bars. These respond faster than their hydraulic equivalents and work more efficiently. The result: enhanced performance.

Rear-axle steering.

For the first time in the Cayenne models: optional rear-axle steering. It enhances performance and everyday driveability in equal measure. At low speeds, the system steers the rear wheels in the contrary direction of the engaged front wheels. This leads to a virtual shortening of the wheelbase. The turning circle is reduced, the agility is increased and parking is noticeably facilitated. At higher speeds, the system steers the rear wheels in the same direction as the engaged front wheels. This virtual extension of the wheelbase increases driving stability. The rear-axle steering makes it clear that stability and agility as well as performance and suitability for everyday use are not contradictions in terms. The result: greater manoeuvrability and driving safety in everyday life – and a significant increase in maximum driving performance.

Porsche Torque Vectoring Plus (PTV Plus).

PTV Plus is a system intended to improve the driving dynamics and stability. It works with a variable torque distribution on the rear wheels and an electronically regulated rear differential lock. Depending on the steering angle and speed, on the accelerator pedal position plus the yaw rate and speed, PTV Plus improves the steering behaviour and precision by means of the precise application of the brakes to the left or right rear wheel.

Air suspension ride heights:

- A** High Level II: max. ground clearance 245mm, selectable up to 35km/h
- B** High Level I: max. ground clearance 215mm, selectable up to 80km/h
- C** Normal: max. ground clearance 190mm
- D** Medium: max. ground clearance 172mm, automatically selected above 125km/h
- E** Low Level: max. ground clearance 162mm, automatically selected above 210km/h (not manually selectable)
- F** Loading level: max. ground clearance 132mm, only selectable when stationary

**Together, you can reach any destination.
Even those to which no road leads.**

All-wheel drive.

City, country, river bed. The standard all-wheel drive of the Cayenne ensures traction on the road – and, if necessary, on the race track. The Cayenne is also equipped for many other challenges, e.g. water crossing with a depth of up to 500mm¹⁾. Even in challenging terrain, the vehicle does not stop, because the adaptive air suspension increases the maximum ground clearance when required. The rear axle differential lock of the Porsche Torque Vectoring Plus (PTV Plus) offers optimum traction on the rear axle while the Porsche Dynamic Chassis Control (PDCC) offers better ground contact and increased supremacy.

Porsche Traction Management (PTM).

All models are equipped with Porsche Traction Management (PTM) as standard: an active all-wheel drive with electronically variable, map-controlled multi-plate clutch, automatic brake differential (ABD) and anti-slip regulation (ASR). The result is optimal side guidance as well as the best possible force distribution. The all-wheel drive is operated via PCM: select the respective off-road mode by means of terms such as 'Gravel' or 'Mud', which are displayed directly on PCM. The system adjusts itself precisely to the respective substrate.

Porsche Hill Control (PHC).

On mountain descents the Porsche Hill Control (PHC) keeps the speed constant. The speed is adjustable between 3 and 30km/h.

¹⁾ Up to 280mm depth in the Cayenne E-Hybrid.





Cayenne S

With team spirit, another special dynamic comes into play.

Sportiness.

Sport Chrono Package including mode switch.

You want a significantly intensified driving behaviour for even more sports car feeling – thus providing even more adrenaline? Operates at the push of a button. The Sport Chrono Package provides an even more sporty tuning of chassis, engine and transmission. Components include a digital and analogue stopwatch, the display of the longitudinal and transverse acceleration in the instrument cluster, as well as a performance display for lap times in Porsche Communication Management (PCM).

The mode switch with SPORT Response button on the steering wheel, derived from the 918 Spyder, is new. This allows you to choose between four driving modes: 'Normal', 'SPORT', 'SPORT PLUS' and 'Individual'; allowing you to tune your car more personally to your driving style.

In SPORT mode alone, the Cayenne reacts with greater dynamics and more direct driving behaviour. The engine reacts with even more bit in SPORT PLUS mode. Porsche Active Suspension Management (PASM) and Porsche Dynamic Chassis Control Sport (PDCC Sport) are ready for harder damping and more direct steering. The adaptive air suspension

drops to Low Level and switches to a harder spring rate. The rear-axle steering has an even more agile response. Another feature: the Performance Start. For optimum acceleration during start-up.

The stopwatch mounted on the dashboard displays recorded driving time or can be used as a conventional clock. Porsche Communication Management (PCM) is upgraded to include a performance display, enabling you to view, store and evaluate laps or other driving times.

- 1 Mode switch (Sport Chrono Package)
- 2 Sport Chrono Package





Cayenne Turbo

Great sport comes from being able to continuously better your performance.

Performance.

PSM Sport.

In conjunction with the Sport Chrono Package, Porsche Stability Management (PSM) is expanded with a sports mode. It provides for a distinctly sportier driving style, with PSM remaining active in the background. For a unique driving experience.

SPORT Response.

Via the pushbutton in the middle of the mode switch, the engine and gearbox are prepared for the fastest possible performance development, e.g. for overtaking operations. This means: maximum response – for about 20 seconds.

Multifunction sports steering wheel with gearshift paddles.

Motorsport. To touch. In the truest sense. The gearshift paddles enable sporty, fast and ergonomic gearshifts. Multifunction buttons enable you to control a range of devices, including your telephone, the radio and the on-board computer. Derived from the 918 Spyder super sports car, the steering wheel is also optionally available with a heating function. Sporty hardware, also offering a high level of comfort.

**Anyone with big dreams needs to remain grounded.
And also step on the brakes from time to time.**

Wheels and brakes.

The only way to achieve high goals is to stay grounded. That's why all Cayenne models have larger wheels than their predecessors and come equipped, as standard, with wider tyres at the rear axle. This helps not only to ensure a reliable transmission of drive forces, but, and above all, to deliver enhanced performance in fast corners, under acceleration and under braking.

As much as we love the offensive impulse: sometimes you have to brake. And for us, only one thing counts – the best possible braking performance. This is why all the brake systems of the new Cayenne models have a powerful performance – even at maximum load and with up to 3,500kg of braked trailer load.

¹ 21-inch Cayenne Exclusive Design wheels painted with wheel arch extensions in exterior colour





1



2



3



4



5

Porsche Surface Coated Brake (PSCB).

A new benchmark in performance and design. The innovation of this brake lies in the unique combination of a cast-iron brake disc with a ceramic coating (tungsten carbide). The advantages: an even better response and a particularly high fading stability. Thanks to the new surface coating, the brake disc remains glossy even after a longer period of standstill. White painted brake calipers lend the brake its unique look. They are available as standard in the Cayenne Turbo and optionally for all other Cayenne models¹⁾.

Porsche Ceramic Composite Brake (PCCB).

Motorsports-tested and available upon request for all Cayenne models¹⁾. The PCCB perforated ceramic brake discs now have a diameter of 440mm at the front and 410mm at the rear for even greater braking performance. PCCB enables shorter braking distances in even the toughest road and race conditions. Another advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than comparable cast-iron discs. This results in better roadholding from the tyres and increased ride and roll comfort, particularly on uneven roads.

1) Provisionally available for the Cayenne E-Hybrid from 03/2019.

- 1 Porsche Ceramic Composite Brake (PCCB): brake disc diameter 440mm front and 410mm rear
- 2 Porsche Surface Coated Brake (PSCB): brake system Cayenne Turbo, brake disc diameter 415mm front and 365mm rear
- 3 Brake system Cayenne S: brake disc diameter 390mm front and 330mm rear
- 4 Brake system Cayenne E-Hybrid: brake disc diameter 360mm at front and 358mm at rear
- 5 Brake system Cayenne: brake disc diameter 350mm front and 330mm rear

The material: alloy. The design: from sporty to classic. The choice: wide-ranging.

The Cayenne and Cayenne E-Hybrid are equipped with 19-inch Cayenne wheels as standard. The Cayenne S is on the road with 19-inch Cayenne S wheels as standard and the Cayenne Turbo has exclusive 21-inch Cayenne Turbo wheels as standard. Up to 22-inch wheels¹⁾ are optionally available in a selection of designs. The new 21-inch Cayenne AeroDesign wheels are available exclusively for the new Cayenne E-Hybrid.

- 1 19-inch Cayenne wheel, standard on Cayenne and Cayenne E-Hybrid
- 2 19-inch Cayenne S wheel, standard on Cayenne S
- 3 20-inch Cayenne Sport wheel
- 4 20-inch Cayenne Design wheel
- 5 21-inch RS Spyder Design wheel
- 6 21-inch Cayenne Turbo wheel in highly polished dark titanium, standard on and exclusive to Cayenne Turbo
- 7 21-inch Cayenne Turbo Design wheel in satin platinum
- 8 21-inch Cayenne AeroDesign wheel, optional and exclusive to Cayenne E-Hybrid
- 9 21-inch Cayenne Exclusive Design wheel
Porsche Exclusive Manufaktur
- 10 22-inch 911 Turbo Design wheel
- 11 22-inch Cayenne Sport Classic wheel painted in satin platinum
Porsche Exclusive Manufaktur
- 12 22-inch Cayenne Sport Classic wheel painted in Jet Black Metallic
Porsche Exclusive Manufaktur
- 13 22-inch Cayenne Sport Classic wheel
Porsche Exclusive Manufaktur

All 21- and 22-inch wheels have painted wheel arch extensions and wheel centres with full-colour Porsche Crest.

1) Provisionally available from 10/2018.

