

PORSCHE

The new Porsche Cayenne GTS

Press kit

Fuel consumption and emissions

Porsche Cayenne GTS (WLTP): Fuel consumption (combined): 13.3 – 12.6 l/100 km;
CO₂ emissions combined: 303 – 287 g/km; CO₂ class: G; dated 04/2024

Porsche Cayenne GTS Coupé: Fuel consumption (combined): 13.3 – 12.6 l/100 km; CO₂
emissions combined: 303 – 287 g/km; CO₂ class: G; dated 04/2024

All data refers to the EU model.

Fuel consumption and CO₂ emissions data were determined in accordance with the new WLTP measurement procedure. 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 DAT.

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Highlights

Precise and dynamic: the new Cayenne GTS models

- **Specialising in on-road performance**

Designed specifically for on-road and track performance, the new Cayenne GTS models are the most dynamic derivatives of the model series.

- **Upgraded chassis**

The new Cayenne GTS models feature adaptive air suspension as standard, including Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring Plus (PTV Plus). All the chassis components have been optimised specifically for the GTS.

- **Powerful V8 engine**

The new Cayenne GTS models are powered by a comprehensively upgraded and more powerful twin-turbo V8 engine producing 368 kW (500 PS) – made in Zuffenhausen.

- **Upgraded GTS design**

Porsche has refined the design DNA of the GTS models. Many of the exterior trim elements that were previously body-coloured are now finished in High-Gloss Black.

- **Extended standard equipment**

The standard equipment of the new Cayenne GTS models has been extended. Porsche has extensively upholstered the interior in the high-quality Race-Tex material.

- **Consistently high performance**

The Porsche Cayenne GTS Coupé can be equipped with lightweight packages and an exclusive sports exhaust system. These packages enable a weight saving of up to 25 kilograms.

Summary

The new Cayenne GTS: precise and dynamic with a V8 engine

Porsche is adding the exceptionally dynamic Cayenne GTS to its Cayenne model range. The SUV and Coupé combine a powerful 368 kW (500 PS) twin-turbo V8 engine and equally performance-focused chassis systems with everyday practicality, distinctive design elements and enhanced standard equipment.

At Porsche, the GTS abbreviation stands for that extra level of performance. In 2007, the Cayenne was the first series model of the modern era to bear this abbreviation. GTS stands for 'Gran Turismo Sport', signifying that a Porsche GTS is equally impressive on the racetrack and on the road. Porsche positions the GTS models in every series between the S and Turbo models. In the case of the Cayenne and the Cayenne Coupé, this focus further emphasises the underlying character of the car. In principle, the Cayenne is both a dynamic sports car and an all-terrain SUV. For the GTS models, this balance has shifted towards enhanced on-road performance. With a powerful drive system, precise tuning and an exclusive design, the new Cayenne GTS models remain true to this principle while retaining their excellent everyday usability, thereby representing the sweet spot in the Cayenne model range for many drivers.

Chassis technology from the Turbo GT

The precisely honed, 10-millimetre-lower GTS-specific suspension marks an exciting development for the Cayenne GTS. Porsche has equipped the car with the previously optional adaptive air suspension as standard, including Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring Plus (PTV Plus). All chassis components and control systems, such as the Porsche Traction Management (PTM) and the optional Porsche Dynamic Chassis Control (PDCC), are specifically designed for excellent on-road performance.

The two-valve damper technology offers rapid responsiveness, and two-chamber air suspension gives the car an impressively sporty spring rate while ensuring a high level of driving comfort. The steering knuckles on the front-axle of the Cayenne GTS models originate from the Cayenne Turbo GT (not offered in Europe). They increase the negative

camber of the wheels by 0.58 degrees in comparison to other Cayenne models. This complements the strikingly agile cornering, resulting in exceptional handling dynamics.

More efficient and 30 kW (40 PS) more powerful than the previous model

In addition to the finely tuned chassis, the charismatic eight-cylinder engine is another important feature of the Cayenne GTS. The 4.0-litre twin-turbo V8, developed by Porsche and manufactured in Zuffenhausen, has undergone extensive technical revision. This has resulted in efficiency gains and a significant increase in performance: the engine now produces 368 kW (500 PS) of power – an increase of 30 kW (40 PS) compared to the previous model. The maximum torque is now 660 Nm, an increase of 40 Nm. The revised eight-speed Tiptronic S noticeably improves driving performance thanks to quicker response and shorter shift times in Sport and Sport Plus modes.

In combination, these features give the four-door sports car truly remarkable performance. In combination with the Sport Chrono package, the new Cayenne GTS accelerates from 0 to 100 km/h in 4.4 seconds. It has a top speed of 275 km/h. In a further technical innovation, the transfer box for the all-wheel drive Porsche Traction Management (PTM) has its own water-cooling circuit. This technology is also adopted from the high-performance Turbo GT model and from the Turbo E-Hybrid. It stabilises the continuous load capacity – for example, on the track, on winding mountain routes and when driving at top speed.

Exclusive GTS-style design and equipment

All the Porsche GTS models across all model series are recognisable by their unique, sporting design. On the Cayenne GTS this includes Black 'GTS' lettering on the sides and rear of the car, a special front end with larger cooling air intakes, dark-tinted headlights and tail lights, and red brake callipers. Keeping with this classic design DNA gives the car that instantly recognisable Porsche look, but with a few innovations. Exterior body elements such as the side skirts, front inserts, side window trims and wheel arch extensions, all of which are included in the standard SportDesign package, are now finished in High-Gloss Black. In previous GTS models, some of these items were painted in the exterior body colour.

In contrast, the sports exhaust system tailpipes, which previously came in Black, are now finished in a dark-bronze tone. To further enhance the design of the Porsche GTS models, 21-inch RS Spyder Design wheels are fitted, finished in Anthracite Grey.

The interior of the Cayenne GTS features a heated GT sports steering wheel as standard. The high-quality Race-Tex material can also be found throughout the car. This suede-like fabric covers the roof lining, armrests and door panels, as well as the centre panels of the eight-way adjustable sports seats. The side bolsters have been further raised to offer more lateral support when cornering. Two alternative, GTS-specific interior packages in Carmine Red or Slate Grey Neo are also available from Porsche for a more customised look.

New driver experience with ambient lighting and surround sound

The new GTS models benefit from the recent comprehensive product upgrade for the Cayenne, which includes the new Porsche Driver Experience with a curved digital instrument cluster as standard and an optional passenger display. In addition to the SportDesign package, dark-tinted HD matrix LED headlights and air suspension, the model also features a Bose® surround sound system and ambient lighting.

The Cayenne GTS Coupé also includes a fixed panoramic glass roof and an adaptive extending rear spoiler as standard. If desired, the performance feel of the Coupé can be heightened even further with a sports exhaust system with centrally positioned tailpipes in dark bronze. This is available as part of the three different lightweight sports packages. These also include a lightweight roof and a Carbon rear diffuser, as well as reduced insulation. Depending on specified equipment, the lightweight packages can reduce the car's weight by up to 25 kg.

Powertrain

Revised V8 with 500 PS

The charismatic eight-cylinder engine and the performance-focused overall design are central characteristics of the Cayenne GTS models. For the new Cayenne, the 4.0-litre twin-turbo V8 engine, developed by Porsche and manufactured in Zuffenhausen, has been extensively revised. This has resulted in a power increase of 30 kW (40 PS) to 368 kW (500 PS). With a maximum torque of 660 Nm, when combined with the Sport Chrono package, the four-door sports car sprints to 100 km/h in 4.4 seconds – two tenths of a second faster than the previous model. The Cayenne GTS accelerates from 0 to 200 km/h in 16.7 seconds and has a top speed of 275 km/h.

The reworked eight-cylinder engine offers higher performance with reduced emissions and lower fuel consumption. For example, Porsche improved the engine's efficiency by switching from a twin-scroll to a single-scroll turbocharger. This results in higher exhaust gas temperatures under highly dynamic driving conditions and lowers fuel consumption. New electrically controlled wastegates regulate the boost pressure of the turbocharger, thereby noticeably optimising the engine's responsiveness. Additionally, Porsche has increased the fuel injection pressure to 350 bar.

Another innovation in the high-performance engine is the two-stage valve lift changeover. Both intake camshafts have two cam profiles per valve. Actuators switch between these profiles at lightning speed. Thus, at low engine loads, the engine operates with short valve opening times and minimal valve lift. At high engine loads, a large lift and long valve opening times ensure a higher fill level in the cylinders and greater power output.

In combination with the fully variable camshaft control (Vario Cam Plus), these operating modes can be combined with short or long valve overlaps. Innovative magneto-resistive camshaft sensors tap the full potential of this technology by determining the high-resolution position of the camshafts in real time. On this basis, the engine controls select suitable regulating times for each engine load, which noticeably improves the performance while simultaneously optimising the CO₂ values.

Improvements to the Tiptronic S and the all-wheel drive system

Comprehensive gearbox optimisations also contribute to the improved driving performance of the Cayenne GTS models. The eight-speed Tiptronic S responds very differently depending on the selected driving mode. In Sport and Sport Plus modes, it noticeably shortens the shifting and response times. In Normal mode, on the other hand, it automatically shifts to higher gears quickly, thereby reducing fuel consumption.

The Porsche Traction Management (PTM) all-wheel drive, which has been reworked for the Cayenne GTS models, has a further new technical feature: its transfer box has its own water-cooling circuit. This technology originated in motorsport, and the Cayenne GTS adopted it from the Turbo GT and the Turbo E-Hybrid. In particular, the separate cooling circuit stabilises the continuous load capacity of the component on the track, on winding mountain routes and when driving at top speed.

In every Porsche sports car, the engine sound plays a key role. It shapes the emotive driving experience and helps the driver to intuitively judge the car's speed, especially at its upper limits. In the particularly high-performance GTS models, it is even more important. The sports exhaust system of the Cayenne GTS models therefore underlines their dynamic presence with a highly expressive sound.

Chassis

Chassis technology from the top models

A finely tuned, performance-focused suspension with a model-specific design is one of the key features of a Porsche GTS. The new Cayenne GTS models have the previously optional adaptive air suspension as standard, including Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring Plus (PTV Plus). The body is 10 mm lower and offers a self-levelling function and height adjustment. Equipped with two-chamber, two-valve damper technology, the chassis responds very quickly. It also enables a highly dynamic spring rate and a high level of driving comfort.

The chassis setup for the new GTS models is based on the top versions of the Cayenne model series. The high-performance design of the damper hydraulics and the stiffer anti-roll bars were taken from the Turbo E-Hybrid with GT package. This has improved the longitudinal and lateral dynamics as well as the roll support. Steering knuckles carried over from the Turbo E-Hybrid with GT package and the Turbo GT are also installed on the front axle of the GTS. They increase the negative camber of the wheels by 0.58 degrees in comparison to other Cayenne models. This is particularly beneficial for the cornering performance.

The front brakes of the new Cayenne GTS feature six-piston callipers and discs with a diameter of 410 mm. Four-piston brake callipers and 365 mm brake discs are fitted on the rear axle as standard. A GTS typically features red brake callipers, but they are available in High-Gloss Black as an alternative. Porsche also offers the Porsche Ceramic Composite Brake (PCCB) as an option, with 440 mm diameter discs at the front and 410 mm diameter discs at the rear. In this case, the brake callipers are finished in yellow, but black paint is also optional.

The Cayenne GTS is fitted with one-piece 21-inch light alloy RS Spyder Design wheels in Anthracite Grey as standard. Depending on the model variant and the specified equipment, a selection of up to seven further 21- and 22-inch wheel designs is available.

Design

Exclusive GTS-style equipment

Their unique, sporty design makes the Porsche GTS models unmistakable across all model series. The striking exterior features include dark-tinted front headlights and tail lights, red brake callipers, and black GTS logos on the sides and rear of the car. These are complemented by the lower body and the larger standard wheels. Porsche has enhanced this tried and tested design DNA in the new Cayenne GTS models with a fundamental new feature. Body trim elements such as the side skirts, front inserts, side window trims, rear diffuser and wheel arch extensions, all of which are included in the standard SportDesign package, are now finished in High-Gloss Black. In the previous GTS models, some of these items were painted in the exterior body colour.

This new feature is in harmony with the traditional High-Gloss Black accents of the GTS design, for example on the window frames and the spoiler lip. In contrast, the sports exhaust system tailpipes, which previously came in black, are now finished in dark bronze. Anthracite 21-inch RS Spyder Design wheels are a stark alternative to the black accents, adding another colour dimension. Porsche will also be using this styling concept in the GTS variants of other model series in the future.

The front of the new Cayenne GTS models is distinguished by its unique front end with its enlarged air intakes painted in the exterior body colour, the new High-Gloss Black front trim, and the front apron, which is also finished in High-Gloss Black. Distinctive wheel arch extensions and a subtle GTS logo make the side view unmistakable. At the rear, the typical body-coloured SportDesign roof spoiler and the light strip with the PORSCHE logo are the dominant features. The lightweight package for the Coupé contains an optional sports exhaust system with central tailpipes.

New Driver Experience with high-quality interior

The new GTS models benefit from the comprehensive product upgrade of the Cayenne. The new features include the Porsche Driver Experience operating concept with its curved digital instrument cluster as standard, an optional passenger display, improved connectivity functions and a range of new and further developed assistance systems.

Porsche has equipped the Cayenne GTS models with a heated GT sports steering wheel as standard. It has a more compact diameter of 360 mm compared to the 375 mm standard steering wheel of the Cayenne. To complement this, Porsche has used a luxurious combination of Race-Tex and leather in the interior, only available in the GTS models, creating a particularly sporty atmosphere. The high-quality suede-like Race-Tex fabric covers the roof lining, A-pillar trim, upper B-pillar trim, C-pillar, centre console, sun visors, armrests, door panel trims and the seat centres of the eight-way adjustable sports seats.

Sports seats with additionally raised side bolsters offer increased lateral support when cornering. Eighteen-way adjustable adaptive sports seats or 14-way comfort seats are optionally available, in various types of leather. Porsche supplies the Race-Tex and leather interior in Black as standard. A range of two-tone options is also available. The GTS logo appears on the central rev counter in a black dial, and on the headrests of the front seats.

Alternatively, two GTS-specific interior packages in Carmine Red or Slate Grey Neo are also available from Porsche for a more individual look. The selected colour is matched by the GTS logos on the front headrests, the PORSCHE logo on the floor mats and the seat belts in the front and the rear. There is also matching decorative stitching on the seats, centre console, dashboard, door panels and floor mats. Further contrasts are created by trim elements in black, as well as others in brushed aluminium.

Equipment

Coupé with optional lightweight packages

Porsche has significantly upgraded the standard equipment of the Cayenne GTS models. The stalwart features typical of GTS include the SportDesign package as standard, the exclusive interior with its extensive use of Race-TEX, and the dark-tinted headlights. In the new GTS models, Porsche has equipped the headlights with HD Matrix LED technology as standard. With around 32,000 pixels per headlight, they create a particularly fast-responding, high-resolution light field with road illumination of up to 600 metres. The previously optional air suspension now also comes as standard. The package is rounded off by the Bose® surround sound system, 21-inch wheels and ambient lighting.

The Cayenne GTS Coupé also includes as standard a fixed panoramic glass roof and an adaptive extending rear spoiler. In addition, the Sport Chrono package is now also standard equipment. It includes a digital and analogue stopwatch on the dashboard as well as the Sport Response button.

If desired, the performance feel of the Cayenne GTS Coupé can be heightened even further with three optional lightweight sports packages. They include a lightweight roof and a carbon rear diffuser, an interior package in carbon, 22-inch GT Design wheels, a sports exhaust system with central tailpipes in dark bronze, as well as reduced insulation. The Black Lightweight Package adds wheel arch trims, side skirts and door side trims in matt black. The Carbon Package is distinguished by carbon design elements on the exterior mirrors and airblades. Depending on the specified equipment, the lightweight packages can reduce the car's weight by up to 25 kg.

Cayenne GTS since 2007

Sporty abbreviation with tradition

GTS stands for 'Gran Turismo Sport' and identifies Porsche cars of all model series that are equally impressive on the racing track and on the road. This history of the abbreviation at Porsche goes all the way back to 1964, when a Porsche 904 Carrera GTS won the Targa Florio, the legendary Italian race in Sicily.

In 2007, the Porsche Cayenne was the first series model of the modern era to bear the 'GTS' suffix. Ever since, these three letters have represented an extra level of performance and a high standard of comfort at Porsche. The first Cayenne GTS was distinguished by two key features: its increased performance compared to the S model, and its distinctive special colours and black trim elements. It was positioned as an attractive product between the S and Turbo models. Over the years, the GTS has established itself as the sportiest Cayenne variant.

Porsche presented the first Cayenne GTS (known internally as generation E1 II) at the IAA in Frankfurt in 2007. It had a V8 engine with modified air intake and produced 298 kW (405 PS). Chassis optimisations provided significantly improved longitudinal and lateral dynamics. GTS fans still fondly remember the striking exterior and throaty V8 sound of the first Cayenne GTS. Shortly thereafter, a Porsche Design edition limited to 1,000 cars was launched in the form of the Cayenne GTS PDE 3 (also E1 II), distinguished by its special colour scheme and exclusive exterior and interior design.

Porsche presented the second generation of the Cayenne GTS (E2) in Beijing in 2012. With 309 kW (420 PS), it produced more power than its predecessor and accelerated from 0 to 100 km/h in just 5.7 seconds. The Cayenne GTS underlined the company's goal of also establishing itself as a sports car manufacturer within the SUV segment. Alongside its performance, the GTS also impressed with its exclusivity. For example, with its distinctive colours, the GTS package gave the interior an especially high-quality appearance.

First presented in Los Angeles in 2014, the comprehensively reworked Cayenne GTS (E2 II) incorporated black design elements for an emphatically sporty, unique look. The car's powertrain was based on the downsizing strategy: for the first time, the Cayenne GTS came

with a twin-turbo V6 engine – and even greater driving performance. Compared to its predecessor, the new engine produced an additional 20 PS and 85 Nm more torque. Accelerating from 0 to 100 km/h in 5.1 seconds, it was even faster than its predecessor.

For the third Cayenne generation (2020), Porsche made two fundamental changes to the GTS models. Instead of the six-cylinder engine, a 4.0-litre twin-turbo V8 engine provided increased power and even more impressive driving performance than its predecessor: 338 kW (460 PS) and a maximum torque of 620 Nm accelerated the model from 0 to 100 km/h in 4.5 seconds. In addition, with the Cayenne GTS Coupé (internally known as the E3), a second body variant of the Cayenne GTS was launched for the first time. Ever since, it has stood alongside the Cayenne GTS SUV. Both derivatives offer impressive lateral driving dynamics.

Porsche positions the Cayenne GTS Coupé as an even more performance-focused model than the SUV. For example, the standard equipment includes the Sport Chrono package, which features a stopwatch and the Sport Response button. Lightweight packages are also optionally available, which reduce the weight and feature a specially tuned sports exhaust system delivering a significantly more distinctive sound.

From 2024, with generation E3 II, the Cayenne GTS will be even more powerful, producing 368 kW (500 PS). Porsche has sharpened up the chassis and the exterior design, positioning the Cayenne GTS models as even more engaging and dynamic – while offering the same uncompromised everyday usability.