Product Highlights: The new Cayenne Electric and Cayenne Coupé Electric – An electric milestone with Porsche DNA

16/10/2026 For more than 20 years, the Cayenne has shaped the SUV segment as Porsche's most versatile sports car. Now, as a technological milestone, it combines electric drive power with proven everyday practicality, superb long-distance comfort and uncompromising off-road abilities.

Australian model series

The new Cayenne Electric model range comprises three model grades available in two body styles (SUV and Coupé):

- Cayenne Electric

- Cayenne Coupé Electric
- Cayenne S Electric
- Cayenne S Coupé Electric
- Cayenne Turbo Electric
- Cayenne Turbo Coupé Electric

The Cayenne Electric complements the existing range of combustion-engined and hybrid models and marks the technological pinnacle of the Cayenne model series.

E-Performance: Battery and charging

Like the Porsche Taycan and Porsche Macan, the Cayenne Electric uses an 800-volt electric vehicle architecture. This design enables Porsche to offer high-volume electric models, made to the highest technical standards, in the future.

High-voltage battery

The Cayenne Electric uses a 'function-integrated' high-voltage (HV) lithium-ion battery with a **gross capacity of 113 kWh**.

This HV battery comprises six modules and 192 pouch-style cells. Porsche developed these HV battery modules from the ground-up and manufactures them in-house.

This HV battery's integrated design means the battery becomes part of the body and reduces weight, increases body stiffness, lowers the vehicle's centre of gravity and optimises cabin space.

A flexible aluminium-polymer film surrounds the electrode stack. The anode consists mainly of graphite, with six per cent silicon.

- Graphite anodes offer high mechanical stability and strong deep-cycle stability.
- Silicon increases the specific energy density and improves the fast-charging capability.

Nickel-manganese-cobalt-aluminium (NMCA) is used for the cathodes.

- A large proportion of nickel is used in the NMCA material, with a nickel content of 86 per cent.
- Additional aluminium use increases the energy content and ensures better electrical stability,

delivering positive effects on the service life of the cell.

Battery cooling

Intelligent thermal management contributes to the HV battery's high charging performance and long service life.

There are two cooling plates per battery module. They cool from above and below, as needed, and deliver the equivalent cooling performance of 100 household refrigerators.

The system's cooling fans use 15 percent less energy compared to conventional suction fans.

The Cayenne Electric uses predictive thermal management to maximise HV battery efficiency, performance and cell life. Predictive thermal management networks the Cayenne Electric's cooling circuits and each of their heating and cooling elements to precondition the HV battery as well as plan and perform charging processes.

Battery charging

Porsche focused on robust charging performance when developing the Cayenne Electric.

The Cayenne can charge at up to 390 kW at a suitable DC charging point. Under some conditions, up to 400 kW is possible.

At 400-volt charging stations, a high-voltage switch converts the Cayenne Electric's HV battery into two batteries, each with a nominal voltage of 400 volts.

Drivers can monitor charging time, range, charge level, charging rate and battery temperature via the Porsche Communication Management (PCM) display or the My Porsche app.

Charging Planner

The Porsche Charging Planner uses data from the vehicle's navigation system (when in use) to predict the HV battery's heating and cooling requirements and satisfy them accordingly. For example, if the destination is a fast charging station, preconditioning will focus on maximum charging performance.

The Cayenne Electric offers a 'Quiet Charging' mode for when charging in very hot weather conditions, which can lead to the cooling system producing a higher noise level.

Porsche Wireless Charging

Porsche is offering the Porsche Wireless Charging system (inductive charging) for the new Cayenne Electric, the first Porsche model available with this innovation.

Porsche Wireless Charging is an 11 kW inductive charging system that comprises a mains-connected, one-box floor plate mounted in the parking area (such as a garage) and Porsche Wireless Charging pre-installation. A qualified electrician is required to install this recharging system at its location.

The wireless transfer of energy between the two charging units takes place over a distance of a few centimetres.

Porsche Wireless Charging is integrated into the My Porsche app, which means the charging processes can be tracked and several vehicles can be authenticated.

A special view in the Surround View parking function makes it easier to steer the Cayenne to the optimal charging position.

Charging begins as soon as the car is in the correct position above the floor plate and the parking brake is activated.

The floor plate features a motion detector and foreign object detection. The charging process is automatically interrupted if a living being comes between the vehicle and the floor plate or if a metallic object is lying on the latter and begins to heat up.

The wireless base plate is suitable for outdoor use.

Porsche AG expects the Porsche Wireless Charging system to be available for order in Australia in Q4 2026.

Recharging times^: summary

- Charging time for direct current (DC) with maximum charging power (10% to 80%): 16 minutes
- Charging time for direct current (DC) with 150 kW (10% to 80%): 26 minutes
- Charging time for alternating current (AC) with 11 kW (0 to 100%): 11 hours

Electric driving range (WLTP combined – vehicle high)#: summary

- **Cayenne Electric:** Up to 542 kilometres
- **Cayenne S Electric:** Up to 571 kilometres
- **Cayenne Turbo Electric:** Up to 537 kilometres

E-Performance: Drive system

The Cayenne Electric uses a newly developed drive system that can deliver up to 850 kW in the range-leading Cayenne Turbo Electric, making it the most powerful electric drive system from Porsche.

The all-wheel drive layout employs two permanent magnet synchronous electric motors (PSM): one to drive the front wheels and one to drive the rear wheels.

All current-carrying components use direct oil cooling to enable efficiency of up to 98 percent in real-world driving conditions. This means heat is dissipated from where it is generated. To achieve the same cooling performance using water, a motor using a water jacket would need to be about 1.5 times larger.

This oil cooling technology has been taken directly from the Porsche Formula E racing program.

Front electric motor

- **Cayenne Electric and Cayenne S Electric:** The front electric motor has a diameter of 210 mm and a length of 100 mm. This is coupled to a 350-amp pulse inverter.
- **Cayenne Turbo Electric:**The front electric motor has a diameter of 210 mm and a length of 150 mm. This is coupled to a 480-amp silicon carbide pulse inverter.

Rear electric motor

- **Cayenne Electric:** The rear electric motor has a diameter of 210 mm and a length of 200 mm. This is coupled to a 480-amp silicon carbide pulse-inverter.
- **Cayenne S Electric:** The rear electric motor has a diameter of 245 mm and a length of 140 mm. This is coupled to a 620-amp silicon carbide pulse-inverter. It uses direct oil cooling.
- **Cayenne Turbo Electric:** The rear electric motor has a diameter of 245 mm and a length of 190 mm. This is coupled to a 940-amp silicon carbide pulse-inverter. It uses direct oil cooling.

Compact transmission

A two-stage single-speed transmission transmits power to the front and rear axles.

For the Cayenne Electric, Porsche has further developed the 'performance rear end' introduced on the all-electric Macan. The drive unit is now mounted to the rear subframe, enhancing ride comfort.

Up to 600 kW recuperation power – equivalent to Formula E

Energy can be recovered at a rate of up to 600 kW via the brake pedal, depending on the speed, temperature and the battery's state of charge.

This level of energy regeneration while decelerating and braking matches that of the Porsche 99X Formula E racing car.

Drivers can select 'overrun' recuperation, which offers three levels:

- 'On' mode: Releasing the accelerator pedal initiates recuperation at a moderate rate of 0.5 m/s2; this is engine braking similar to that in a combustion-engine car.
- 'Off' mode: The vehicle coasts without applied deceleration – ideal for economical driving.
- 'Auto' mode: Lets the vehicle coast freely in flowing traffic but decelerates at up to 1.5 m/s2 when a vehicle in front is detected.

ePTM: Impressive off-road capability

The Cayenne Electric has been developed with remarkable off-road capabilities, thanks in part to the drive system's high torque outputs from a standstill.

The electronically controlled Porsche Traction Management (ePTM) reacts around five times faster than a conventional all-wheel drive system, responding to input variables (such as acceleration, drive torque, vehicle speed and traction slip) within five milliseconds.

The ePTM system can adjust torque distribution to suit the driving situation as required.

Rolling backwards unintentionally during offroad driving is prevented by halting the electric motor in place.

Maximum power (Overboost power with Launch Control):

- **Cayenne Electric:** 325 kW (442 PS*)
- **Cayenne S Electric:** 490 kW (666 PS*)
- **Cayenne Turbo Electric:** 850 kW (1,156 PS*)

Maximum torque with Launch Control:

- **Cayenne Electric:** 835 Nm
- **Cayenne S Electric:** 1,080 Nm
- **Cayenne Turbo Electric:** 1,500 Nm

0 – 100 km/h:

- **Cayenne Electric:** 4.8 seconds
- **Cayenne S Electric:** 3.8 seconds
- **Cayenne Turbo Electric:** 2.5 seconds

Towing capacity:

- **Cayenne Electric – Fixed trailer hitch towbar system:** Maximum braked load: 3,500 kg Maximum unbraked load: 750 kg Maximum drawbar load (ball down weight): 350 kg

- Maximum braked load: 3,500 kg
- Maximum unbraked load: 750 kg
- Maximum drawbar load (ball down weight): 350 kg

- **Cayenne Electric – Electrical extending towbar system:** Maximum braked load: 3,000 kg Maximum unbraked load: 750 kg Maximum drawbar load (ball down weight): 120 kg

- Maximum braked load: 3,000 kg

- Maximum unbraked load: 750 kg
- Maximum drawbar load (ball down weight): 120 kg

Chassis

Porsche has engineered the Cayenne Electric model range with an impressive bandwidth of everyday comfort, signature Porsche performance, off-road capabilities and towing prowess.

Suspension

The front suspension uses a double wishbone design with separate control arm levels for excellent responsiveness, steering precision and straight-line stability.

The rear suspension uses a multi-link design that is mounted to the rear subframe, which is connected to the body by flexible mounts. The rear electric motor is also mounted to the rear subframe. This design benefits ride comfort and minimises weight.

All Cayenne Electric models are equipped with self-levelling adaptive air suspension and Porsche Active Suspension Management (PASM) electronic damping control, which uses a range of information to continuously adjust the damping for each wheel and the body individually. Its two-valve technology separately adjusts the rebound and compression stages to separately to move between comfort and performance.

The self-levelling adaptive air suspension offers three ride height levels according to the terrain.

The off-road driving programs have three sub-menus – Gravel/Mud, Sand and Rock – that allow the driver to adjust driving dynamics to suit the terrain.

The Porsche Torque Vectoring Plus (PTV Plus) system (optional on Cayenne S Electric, standard on Cayenne Turbo Electric) incorporates an electronically controlled rear differential lock that varies drive torque distribution for optimal traction and steering precision.

The Porsche Cayenne Electric has a centre of gravity 83 mm lower than the combustion-engined Cayenne.

Porsche Active Ride Suspension

The Cayenne Electric is the first Porsche SUV to offer Porsche Active Ride Suspension. (Optional on Cayenne S Electric and Cayenne Turbo Electric.)

This is an active chassis control system for all four wheels. It considerably increases comfort and performance.

In the air suspension shock absorbers, tensile and compressive forces can be generated individually at each wheel as required, delivering an even greater balance between comfortable travel and sporty driving dynamics. It achieves this using a motor pump unit (powered by the HV battery) that is connected to all four dampers. The system also performs the functions normally delivered by mechanical anti-roll bars.

Porsche Active Ride Suspension keeps the car's body parallel to the ground, even under heavy braking, steering and acceleration.

Because there are no mechanical anti-roll bars, it also enables a high degree of wheel articulation during off-road driving.

Steering

Optional rear-axle steering

Rear-axle steering is optionally available on all Cayenne Electric model variants.

Active steering of the rear wheels (up to 5 degrees) increased agility at lower speeds and greater stability at higher speeds.

The system turns the rear wheels in the opposite direction of the front wheels below 100 km/h, and in the same direction as the front wheels above 100 km/h.

At lower speeds, it reduces the turning circle from 12.7 m to 11.6 m, enhancing agility in urban traffic and during off-road driving.

Brakes

The brake sizes and configurations used on the Cayenne Electric model range are summarised below.

Cayenne Electric:

- Front brakes:

- 375 mm diameter discs (36 mm thickness), internally vented

- 6-piston aluminium monobloc fixed-caliper brakes (Black in colour)

- Rear brakes:

- 350 mm diameter discs (30 mm thickness), internally vented
- Combination floating-caliper brakes (Black in colour)

Cayenne S Electric:

- Front brakes:

- 400 mm diameter discs (38 mm thickness), internally vented
- 6-piston aluminium monobloc fixed-caliper brakes (Red in colour)

- Rear brakes:

- 350 mm diameter discs (30 mm thickness), internally vented
- Combination floating-caliper brakes (Red in colour)

Cayenne Turbo Electric:

- Front brakes:

- 420 mm diameter discs (40 mm thickness), internally vented
- 10-piston aluminium monobloc fixed-caliper brakes (Red in colour)

- Rear brakes:

- 370 mm diameter discs (30 mm thickness), internally vented
- 4-piston aluminium monobloc fixed-caliper brakes (Red in colour)

Wheels and tyres

The Cayenne Electric model range is offered with alloy wheels in 20, 21 and 22 inch diameters.

The standard-fitment wheels and tyres are summarised below.

Cayenne Electric and Cayenne S Electric:

- Front: 9.0J x 20 ET 14 with 255/55 R20 tyres
- Rear: 11.5J x 20 ET 39 with 305/45 R20 tyres

Cayenne Turbo Electric

- Front: 9.5J x 21 ET 16 with 275/45 R21 tyres
- Rear: 11.5J x 21 ET 39 with 315/40 R21 tyres

Tyre Pressure Monitoring (TPM) and a tyre fit set are included as standard.

Design and aerodynamics

Exterior design

The unmistakeable Cayenne styling is dynamic and powerful thanks to the designers at Porsche, who have sharpened the identities of the Cayenne SUV and Coupé models by combining the brand's signature proportions with a cleverly evolved design language.

At the front, the low bonnet blends with the slim Matrix LED headlights, which offer HD technology as standard in the Cayenne Turbo (optional on other model grades).

The front wings are strongly contoured and the Porsche flyline – the classic Porsche sloping roofline – is more pronounced on the Cayenne Coupé.

At the side, the striking swage line across the frameless doors creates strong shadow effects which visually integrate with the side skirts and wheel arch trims, which emphasise the Cayenne's offroad character and capabilities.

At the rear, the PORSCHE script, 3D-look light strip and animated graphics emphasise the Cayenne

Electric's width and convey this latest Porsche design language.

The Cayenne S Electric features distinct exterior styling features, such as model-specific front and rear lower trim elements in Volcano Grey Metallic.

Exclusive to the range-leading Cayenne Turbo Electric, the Turbonite colour shade is applied to specific areas, including the side window trims, the Porsche crest and model designation and the faces of the alloys wheels.

The Cayenne Coupé Electric features a unique exterior design from the A-pillars back. The windscreen is also model specific.

The sliding glass panoramic roof available on the Cayenne Electric SUV) is larger than any other panoramic roof previously offered by Porsche.

The Cayenne Coupé Electric range is available with a large, fixed glass panoramic roof.

Both sunroof styles can be equipped with a Variable Light Control function that changes the appearance of the glass from clear to matte, protecting cabin occupants without darkening the interior. Nine separate segments in the sunroof allow two settings of transparency: 'Semi' (40 percent matte) and 'Bold' (60 percent matte).

Compared to the combustion engined model, the new Cayenne Electric is 55 mm longer and has a 3,023 mm wheelbase (13 cm longer).

The new Cayenne Coupé Electric is 24 mm lower in overall height compared to the Cayenne Electric SUV.

SportDesign packages

Depending on the model chosen, customers can select from several versions of the Porsche SportDesign Package, which applies distinct colour finishes to various exterior styling elements.

- SportDesign package in high-gloss black
- SportDesign package in Carbon
- SportDesign package painted in Turbonite (Turbo models only)

Offroad package

Depending on the model chosen, customers can add the optional Offroad package. This functional package enhances the Cayenne Electric's terrain-covering capabilities and its exterior styling.

- Offroad lower front apron (with modified geometry to enhance the approach angle up to 25 degrees) finished in matte Black with inlay painted in Vesuvius Grey
- Wheel arch covers and side skirts in matte Black
- Offroad lower rear apron in matte Black with diffuser painted in Vesuvius Grey
- Roof rails painted in Vesuvius Grey

Lightweight Sports package

The Cayenne Coupé Electric range is available with the optional Lightweight Sports package, which uses selected lighter-weight components to reduce weight by up to 17.6 kilograms (depending on the model grade chosen). This package includes:

- Lightweight roof in carbon
- Roof lining in Race-Tex
- Side skirts painted in high-gloss Black with inlays in carbon
- Distinct SportDesign lower front apron painted in high-gloss Black with inlay in the exterior colour
- Wheel arch covers painted in high gloss Black
- Distinct SportDesign lower rear apron painted in high-gloss Black with diffuser in the exterior colour
- 22-inch Cayenne Sport Wheels painted in Anthracite Grey or optionally painted in high-gloss Black with polished front surfaces
- Leather interior in Black with fabric seat centres in the classic Pepita pattern

Colour palette

Customers can choose from 13 standard paint colours (for both the SUV and Coupé body styles). They are segmented into four different colour schemes:

- Contrasts: 2 colour options

- Shades: 3 colour options
- Dreams: 4 colour options
- Legends: 4 colour options

Three completely new paint colours from Porsche debut on the new Cayenne Electric range: Mystic Green Metallic, Monteverde Metallic and Napali Blue Metallic.

Porsche Exclusive Manufaktur also offers around 100 additional pre-approved Paint to Sample (PTS) exterior colours.

Aerodynamics

The new Cayenne Electric has a drag coefficient of 0.25 (SUV) and 0.23 (Coupé).

The Cayenne Electric also has low drag area (product of the drag coefficient and the frontal area), which is similar to that of some mid-size vehicles, contributing to advantages in electrical energy consumption and driving range.

Porsche has achieved these effects with various clever aerodynamic design features, which include:

- A lowered flyline and enclosed underbody
- A frontal design that ensures the airflow hugs the car closely
- A three-dimensional air curtain that directs air past the front wheels
- Optimised diffuser at the rear
- Special aero-optimised wheels

Porsche Active Aerodynamics (PAA) precisely adjust various active aerodynamic elements:

- Movable cooling air flaps at the bottom of both sides at the front
- The adaptive roof spoiler (rear spoiler on the Cayenne Coupé Electric) controls airflow at the rear
- Rear active aeroblades extend the lateral tear-off edges and improve airflow characteristics, leading to an increase in range, especially at higher speeds. When these aeroblades are fully extended, even when stationary in launch Control mode, the GPS coordinates of the wind tunnel at the Porsche Development Centre in Weissach and the wording 'Porsche Active Aero' can be seen on their surface – a tribute to the engineering behind this innovation.

Interior design

The cabin of the new Cayenne Electric model range is an experiential space where Porsche sporting DNA meets digital innovation.

All Cayenne Electric models have five seats and use a 2+1 layout in the rear seating area.

Black is the standard interior colour in the new Cayenne Electric model range. Depending on the model grade selected, Porsche offers various other interior colour options and materials, including partial leather, Race-Tex (leather-free) and particularly luxurious Club Leather.

The Cayenne Electric and Cayenne S Electric are fitted with 14-way electric Comfort front seats with memory package. The Cayenne Turbo Electric is fitted with 18-way electric Adaptive Sports front seats with memory package.

The Cayenne Coupé Electric and Cayenne S Coupé Electric are fitted with 8-way electric Sports front seats. The Cayenne Turbo Coupé Electric is fitted with 18-way electric Adaptive Sports front seats with memory package.

Porsche has expanded the available massage functions in the front seats with 16 air cushions now fitted to offer increased stroke and improved depth when activated.

The rear seat are electrically adjustable and use a 40:20:40 split-fold design.

Several different decorative elements are offered in the available interior packages. Depending on the model grade, these apply to decorative trims on the front and rear doors, along the centre console and the centre console storage lid:

- Interior trim in Lasershade
- Interior trim in Carbon
- Accent package in Black
- Accent package in Turbonite (Cayenne Turbo models only)

Cabin lighting

The extensive ambient lighting features in the cabin lets users choose from 30 different colours.

The communication light that runs across the instrument panel; works in conjunction with various functions, such as driver warnings (for example, lane change assist) and vehicle battery charging.

Porsche introduces Mood Modes with the Cayenne Electric. These are holistically orchestrated programmes that turn the cabin into an experience space by coordinating ambient interior lighting, various seat functions, cabin displays, sound, and climate control functions to create a specific in-cabin mood.

Nine different mood modes are available:

- Dynamic
- Relaxation
- Travel
- Entertainment
- Urban
- Focus
- River Journey
- Summer Dream
- Thermal Spring

Interior Style Package

The Porsche Exclusive Manufaktur has created an optional Interior Style Package that combines Black with exclusive shades of Green, creating a uniquely modern cabin ambience. It comprises:

- Two-tone leather interior in Black and Delgada Green, with Delgada Green decorative stitching
- 14-way electric comfort seats leather in Black/Delgada Green, Decorative stitching Delgada Green, Porsche Outline Crest on headrests in Delgada Green
- Door panels in Black/Delgada Green leather with Delgada Green decorative stitching and aluminum decorative strips painted in Izabal Green
- GT Sports steering wheel leather Black with Twelve o'clock marking in Delgada Green; rim and decorative stitching (cross stitch) in Delgada Green including Ring airbag module and mode switch ring in Izabal Green
- Combination instrument with dial compass/sport chrono stopwatch and power meter in Izabal Green
- Seatbelts in Delgada Green

- Door sill guards in black aluminium with green illuminated model logo
- Accent Package Silvershade
- Porsche Exclusive Manufaktur embossed on centre console armrest
- Floor mats in Black with edging, inlay, logo and decorative stitching in Delgada Green
- Key painted in Izabal Green; case and decorative stitching in Delgada Green; lanyard in Black

Cargo space

The rear luggage compartment sizes range from 747 – 781 litres in the SUV (depending on model grade) and between 500 – 534 litres in the Coupé .

Maximum available luggage compartment volume is 1,588 litres in the SUV and up to 1,347 in the Coupé .

The front luggage compartment is 90 litres in size.

The rear electric tailgate can be opened with a foot gesture

Surface heating

The new Cayenne Electric range is the first Porsche to offer surface heating.

Surface heating is linked to the seat heating function and uses heating zones built into the door panels and centre armrest to provide draught-free cabin warming on cold days.

The system uses very little energy and offers three stages of warming that can be adjusted by the flow display or via the My Porsche app.

Digital user experience

In-cabin displays

All Cayenne Electric models are fitted with the latest display and operating concept from Porsche.

Up to three screens are available and their combined area is 50 percent larger than in the combustion-engine Cayenne.

- **14.25-inch instrument cluster for the driver:** Provides essential driving and vehicle information. Can be customised to show preferred information. Uses OLED (organic light emitting diode) technology that generates light with pixel precision, delivering outstanding image quality, higher contrast and colour brilliance. It also offers a 3D display of the driver's surroundings.
- **12.25-inch Flow Display:** This ultra-thin, curved OLED display flows smoothly into the centre console, enabling a new and unique operating concept. The curve allows the surface of the flow display to form an upper display and a lower control area, where the most important controls are in easy reach. There is a palm rest for easy operation of the control bar. Together with the optional passenger display, the Flow Display forms the largest continuous digital surface in a Porsche.
- **14.9-inch front passenger display:** This optional screen enables access to navigation and infotainment functions, as well as streaming functions via third party apps in the app centre. This screen can be dimmed or switched off when desired.

The Porsche Car App bundles all important vehicle functions in one place in the Cayenne Electric model range.

A 3D model of the Cayenne appears in the central Flow Display touch screen and can be used to open the rear electric tailgate or extend the rear spoiler, for example.

New to Porsche Digital Interaction are widgets, or small interactive applications like those found in a smartphone. These customisable widgets allow preferred content to be shown on the Flow Display. For example, navigation and climate control.

Augmented Reality Head-up Display

This is the first time an augmented reality (AR) head-up display has been fitted to a Cayenne.

This unit displays coloured AR content on the windscreen area in the driver's field of vision and projects on to the real view of the surroundings with precise location accuracy by using environmental data and the vehicle's position.

This AR display also supports certain driver assistance functions (such as projecting virtual dots on the road for recommended lane guidance when the active cruise control is used).

Porsche App Centre

The Cayenne Electric uses Android Automotive OS as its operating system. It starts up in the background when the driver approaches with the key, making its functions immediately available.

Third-party apps are available from the Porsche App Centre.

If desired, when the vehicle is stationary, users can transform the Cayenne Electric into mobile gaming console with control via the touchscreen or a Blutetooth controller.

Voice Pilot

The Cayenne Electric integrates AI into its Voice Pilot, which means it now understands complex, related questions and recognises the context of statements.

It handles multi-step questions and removes the need to repat the activation word.

The systems draws on real-time data, the current route and Google-supported POI search and uses various language models from popular AI assistants.

Digital key

The Cayenne Electric come with Porsche Digital Key, which enables vehicle keys to be integrated into Apple Wallet or a native wallet app on Android. This means the Cayenne Electric can be automatically locked, unlocked and started by keeping the user's device in their pocket or by holding it up to a reader.

Infotainment

Porsche Communication Management (PCM)

The Porsche Communication Management (PCM) system fitted to the Cayenne Electric model range also includes:

- Online Navigation
- Mobile phone preparation
- Audio interfaces
- Voice Pilot
- Wireless Android Auto™ and Apple® CarPlay
- DAB+ digital radio
- Porsche Connect (including Navigation Plus, Charging Planner, Entertainment, Porsche App centre, Digital Assistant, Smart Support, Remote Services via the Porsche App, and a wide range of other

Porsche Connect Services**)

- Connect Care
- Two USB-C connectivity and charging ports (up to 60 W) and two USB-C charge ports (up to 100 W) in the front storage compartment
- Two USB-C charge ports (up to 100 W) in the rear centre console
- Two 12 V sockets (front centre console; side of rear luggage department)

Emergency call systems eCall and bCall** are fitted.

The Cayenne Electric (SUV and Coupé) are fitted with the 150-Watt 10-speaker Sound Package Plus.

The Cayenne S Electric (SUV and Coupé) and Cayenne Turbo Electric (SUV and Coupé) are equipped with a 710-Watt 14-speaker BOSE® Surround Sound System.

A cooled smartphone tray in the front console enables 15 Watts of wireless charging.

Light and assistance systems

Lighting technology

Matrix LED headlights are fitted to the Cayenne Electric and Cayenne S Electric as standard equipment.

- These headlights automatically adapt to the prevailing conditions and to ensure optimal illumination of the road ahead.
- They use the Cayenne Electric's camera and navigation data as well as its speed and information from its surroundings to produce the glare-free main beam referred to as the matric beam.
- The main beam is separated into 11 segments to selectively illuminate according to the situation.

HD-Matrix LED headlights are fitted to the Cayenne Turbo Electric as standard equipment.

- These lights offer the advantage of a bright, homogenous and high-resolution light pattern.
- Two HD-Matrix modules are central to this high-resolution system. One module operates like a wide-angle lens and the other a telephoto lens.
- Each HD-Matrix module features about 16,000 pixels. Each is controlled individually by a control module that resembles a graphics card.

- The brightness of each module can be fine-adjusted to more than 1,000 possible levels.
- The high-performance main beam generates 2,500 lumens of light output at a luminescence of more than 300 lux.

At the rear, there is a 3D-look light strip with illuminated PORSCHE lettering.

The rear lights have a 'coming home / leaving home' light sequence animation. Opening and closing the luggage compartment is accompanied by an animated light sequence.

Driver assistance systems

The Cayenne Electric range is fitted with the following assistance systems:

- **Acoustic Vehicle Alerting System (AVAS):** The Cayenne Electric emits a sound to alert other road users.
- **Adaptive cruise control:** Controls the Cayenne Electric's speed to maintain a set distance from the car ahead.
- **Driver Awareness Detection:** Monitors the driver's attention to help prevent fatigue and distraction.
- **Driver Personalisation:** For climate, audio and communication, assistance systems and other customisable vehicle systems.
- **Intersection Assist:** Can warn the driver if crossing or oncoming road users are overlooked at an intersection.
- **Lane Change Assist:** Uses radar sensors to warn if a vehicle is in a driver's blind spot before changing lanes.
- **Lane Keeping Assist:**Helps keep the Cayenne Electric in its traffic lane if the driver begins to change lanes without indicating.
- **Emergency Stop Function:** Brings the vehicle to a halt (subject to system limitations) if the driver fails to respond (e.g. due to health reasons) to visual and audible warnings to maintain control of the vehicle.
- **Park assist with 3D Surround View:** Measures and evaluates parking spaces when driving past and informs the driver of the available parking options.
- **Reversing Assistant:** Enables the vehicle to automatically reverse a route previously driven forwards. This is handy for narrow and obscured areas such as parking garages and driveways.
- **Swerve and Turn Assist:** Can help the driver to steer the Cayenne Electric around an obstacle in a critical avoidance situation.

- **Traffic sign recognition:** Recognises traffic signs ahead of the car and transmits it to the vehicle's systems.
- **Trained Parking:** Can learn up to five individual parking routines; is particularly useful in frequently used parking spaces such as the home garage or office carpark.
- **Transparent Bonnet:** Projects a virtual view of the area in front of the Cayenne Electric under the 3D model in the central display.
- **Warn and brake assist including pedestrian protection:** Can detect other road users and warn the driver of a collision risk and apply the brakes, if necessary.

By the numbers

2 body styles

3 model grades

325 kW / 442 PS* to 850 kW / 1,156 PS* of maximum overboost power with launch control (depending on model grade chosen)

835 Nm to 1,500 Nm of maximum torque (depending on model grade chosen)

Up to 600 kW of power recuperation

16 minutes' charging time (for direct current (DC) with maximum charging power (10% to 80%))

537 km to 571 km of available driving range grade (WLTP combined – vehicle high)# depending on model grade

2.5 seconds 0 – 100 km/h (Cayenne Turbo Electric)

3.8 seconds 0 – 100 km/h (Cayenne S Electric)

4.8 seconds 0 – 100 km/h (Cayenne Electric)

230 km/h top speed (Cayenne Electric; on a suitable closed track)

250 km/h top speed (Cayenne S Electric; on a suitable closed track)

260 km/h top speed (Cayenne Turbo Electric; on a suitable closed track)

In summary

The Cayenne Electric complements the existing range of combustion-engined and hybrid models and marks the technological pinnacle of the series.

Driving dynamics

- Adaptive air suspension with Porsche Active Suspension Management (PASM)
- Porsche Torque Vectoring Plus (PTV Plus) (optional Cayenne S Electric, standard Cayenne Turbo Electric)
- Rear-axle steering (optional)
- Porsche Active Ride Suspension (optional on Cayenne S Electric and Cayenne Turbo Electric.)
- Porsche Stability Management (PSM) including ABS anti-lock braking with extended brake functions
- Power steering Plus

Audio and communication

- Porsche Communication Management (PCM) including 12.25-inch Flow Display touchscreen, online navigation, mobile phone preparation, audio interfaces, multi-touch gesture control, Digital radio (DAB+), and configurable direct access bar and user-set positioning of applications on the home screen.
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto™ (wireless), music and video streaming, online radio, remote services and a wide range of other Porsche Connect services.**
- Porsche App centre
- 150-Watt Sound Package Plus with 10 speakers (Cayenne Electric)
- 710-Watt BOSE® Surround Sound system with 14 speakers (Cayenne S Electric and Cayenne Turbo Electric)

Australian standard specifications

- Tyre fit set
- Privacy glass

- Parking Entry Package (with Surround View and Self-Steering ParkAssist)
- Digital radio
- Exterior colour - up to and including the 'Dreams' range as No-Cost Options
- 14-way electric comfort seats with memory package
- BOSE® Surround Sound System
- Panoramic roof system
- Seat ventilation (front)
- Four-zone automatic climate control

Warranty and service pricing

- 3-year new-vehicle warranty
- 8-year / 160,000-kilometre battery guarantee
- 2-year / 30,000-kilometre service intervals
- Service pricing varies from state to state due to different labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Official Porsche Centre.

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures for vehicles are based on laboratory test results from Porsche AG (with a fully charged battery for electric and hybrid vehicles), conducted in accordance with the applicable Australian Design Rule (ADR) and is for vehicle comparison purposes only. Specifically, the published kilometre (km) range figure for battery electric vehicles is the WLTP combined vehicle high range based on laboratory test results from Porsche AG conducted in accordance with the applicable ADR using the Worldwide harmonised Light vehicles Test Procedure (WLTP) and is for vehicle comparison purposes only. The actual achievable real-world consumption and km range you experience can be less than the published data, depending on numerous factors such as speed, traffic and weather conditions, driving habits,

elevation change, how much weight the vehicle is carrying, use of vehicle features/accessories such as heating or air-conditioning, battery state of health/age and wheels/tyres among others.

^ The published charging times and power capabilities are based on laboratory test results from Porsche AG. The actual achievable real world charging times and power you experience can be less than the published data depending on a number of factors such as the ambient conditions, battery size, the amount of charge the battery has and the type of charger and is for vehicle comparison purposes only. We recommend charging to 80 per cent to assist in maximising your vehicle's battery range and battery life over time.

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** The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas, and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 120 months. An integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Consumption data

Taycan Turbo S Cross Turismo (Predecessor model)

Taycan Turbo Cross Turismo (Predecessor model)

Taycan with Performance Battery (Predecessor model)

Taycan 4 Cross Turismo (Predecessor model)

Taycan 4S Cross Turismo (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Image Sublines

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Title: 020_Cayenne - Funktionsintegrierte Hochvoltbatterie_Frei.jpg
Subline: The high-voltage (HV) lithium-ion battery

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Title: 018_Cayenne Turbo - Thermomanagement_Frei.jpg
Subline: The high-voltage battery uses intelligent thermal management

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