Cayenne S Coupé Electric (WLTP)*: Electrical consumption combined: 21.1 – 18.9 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

An electric milestone with Porsche DNA

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The Cayenne Electric marks the beginning of a new era for Porsche in the SUV segment. With electric super sports car performance, long range, exceptional charging power, innovative suspension, consistent digitalisation and high levels of everyday practicality, the Cayenne Electric defines the future of the model series. It combines sporty driving dynamics, comfort, versatility and technological excellence into a complete package that impresses in everyday life as well as over long distances and off-road – all while remaining a Porsche in every respect.

There are three models to choose from: the Cayenne Electric (**Cayenne Electric (WLTP)*:** Electrical consumption combined: 21.8 – 19.7 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A), the Cayenne S Electric ()**Cayenne S Electric (WLTP)*:** Electrical consumption combined: 21.6 – 19.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A and the Cayenne Turbo Electric (**Cayenne**

Turbo Electric (WLTP)*: Electrical consumption combined: 22.4 – 20.4 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A) – all featuring electric all-wheel drive and each also available as a coupé.

The Cayenne Electric complements the existing range of combustion-engined and hybrid models and marks the technological pinnacle of the series. Porsche is thereby taking an open-minded approach in terms of drive technology but is setting new standards in performance, efficiency and digitalisation with the electric model.

Supercar performance packaged in an SUV

At the top of the range are the Cayenne Turbo Electric and the Cayenne Turbo Coupé Electric (**Cayenne Turbo Coupé Electric (WLTP)*:** Electrical consumption combined: 22.0 – 20.0 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A), with a system output of up to 850 kW (1,156 PS) and maximum torque of up to 1,500 Nm. Both models accelerate from 0 to 100 km/h in 2.5 seconds and reach a top speed of up to 260 km/h. In normal driving mode, up to 630 kW (857 PS) is available, and [1]an additional 130 kW can be activated for 10 seconds via the Push-to-Pass function. The central element is a newly developed electric motor on the rear axle with direct oil cooling. This technology, used in the Turbo models as well as in the Cayenne S and Cayenne S Coupé (**Cayenne S Coupé Electric (WLTP)*:** Electrical consumption combined: 21.1 – 18.9 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A), originates from Formula E and ensures continuous high performance even under repeated full load. The motor was developed in-house by Porsche. Silicon carbide inverters reduce switching losses and increase efficiency and power density. Power is distributed to both axles via a two-stage single-speed transmission. The weight distribution is slightly rear-biased, as is typical for Porsche.

Efficiency, recuperation and range

At the heart of the Cayenne Electric models is a newly developed high-voltage battery with a gross energy content of 113 kWh. It consists of six modules with a total of 192 cells and is liquid-cooled on both sides. The combination of high energy density, predictive thermal management and efficient powertrain enables WLTP ranges of up to 669 km (Cayenne S Coupé Electric). When decelerating, the Cayenne Electric can recuperate energy at a rate of up to 600 kW – a value on a par with Formula E. Around 97 per cent of all braking manoeuvres in everyday driving are handled purely electrically. The hydraulic braking system is only engaged if an even greater rate of deceleration is required. The ‘overrun’ recuperation can be configured in three stages – from efficient coasting to more powerful deceleration.

Fast charging and bank charging

Thanks to their 800-volt architecture, the Cayenne Electric models can charge at up to 390 kW on high-power chargers, and even up to 400 kW under specific conditions.[2] The state of charge can be increased from 10 to 80 per cent in less than 16 minutes. A range of up to 338 km can[3] be added in 10 minutes. To make optimal use of existing infrastructure, the Cayenne supports bank charging at 400-volt charging stations. In this case the battery is effectively divided internally to enable a high charging capacity even at conventional fast chargers. The Cayenne Electric is also one of the first series-production electric vehicles to offer inductive charging at up to 11 kW using Porsche Wireless Charging. In this case, the charging process starts automatically when the vehicle is parked over the corresponding floor plate.

Chassis: a balance between comfort and dynamics

All models come with adaptive air suspension with Porsche Active Suspension Management as standard. Rear-axle steering with a steering angle of up to five degrees is available as an option. The Turbo and Turbo Coupé are equipped with Porsche Torque Vectoring Plus (PTV Plus) as standard and, like the Cayenne S models, can also be equipped with Porsche Active Ride. The premium active suspension almost completely compensates for body movements and combines exceptional comfort with high driving precision. The optional Porsche Ceramic Composite Brake (PCCB) ensures optimum deceleration even during highly dynamic driving. The wide range of suspension systems creates extraordinary breadth between sporty agility, long-distance comfort and off-road capability.

Aerodynamics and design in harmony

With a drag coefficient of 0.25 (Coupé: 0.23), the Cayenne Electric models are among the most aerodynamic SUVs in their class. The almost completely enclosed underbody, air curtains, active cooling air flaps and an adaptive roof spoiler – or rear spoiler on the Coupé – optimise airflow. The Turbo models also feature active aeroblades. Striking wings, frameless doors, an elegant flyline and an animated light signature underline the modern and unmistakable Porsche design language.

Interior: digital, intuitive, experience-oriented

The new Porsche Digital Interaction display and operation concept combines touch surfaces, physical controls and an ergonomic hand rest to create a driver-oriented user interface. The Flow Display, an elegantly curved and harmoniously integrated central screen, forms the focal point of the digital architecture. A new operating system enables streaming, gaming, app integration, and AI-powered voice control. Personalisable user profiles, widgets and themes create an individual user experience. Mood Modes combine ambient lighting, seats, displays, sound profiles and climate control to create

holistic worlds of experience. This is all complemented by a new surface heating system, new massage functions and communication light.

Space, comfort and utility

At 4,985 millimetres, the all-electric Cayenne Coupé is exactly the same length as the SUV model and, at 1,980 mm (excluding mirrors), is also just as wide. At its highest point, however, it is 24 mm lower, standing at 1,650 mm. The wheelbase, which is significantly longer for all models, compared to that of the combustion-engined Cayenne, creates noticeably more space in the rear. The electrically adjustable rear seat system, which comes as standard on the SUV, allows for flexible adjustments between comfort and load-carrying positions. In the Coupé, the backrest of the rear seat system – available as either a two-seater or a 2+1 seater – is electrically adjustable in two directions. The luggage compartment is up to 1,588 litres in the SUV and up to 1,347 litres in the Coupé, each supplemented by a 90-litre 'frunk'. The towing capacity of up to 3.5 tonnes, depending on the market and equipment, remains unchanged.

Personalisation and Sonderwunsch

The Cayenne Electric offers an unprecedented range of personalisation options: numerous exterior colours, interior worlds, wheel designs and accent packages. Under the 'Style' product line, Porsche Exclusive Manufaktur offers curated packages created by the Style Porsche design studio and Porsche Exclusive Manufaktur. The first of these 'Director's Cuts' is the Interior Style Package, which is available as an option for all Cayenne Electric variants. With a colour and material scheme coordinated with the exterior colour Mystic Green Metallic, the package creates an ambience that is both modern and exclusive. At its heart is a two-tone leather interior in black and Delgada Green. Through Porsche Exclusive Manufaktur and Sonderwunsch, truly bespoke designs can be realised, right down to one-off cars.

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[1]Battery charge level and battery temperature may affect the push-to-pass performance.

[2]Cayenne charging power under specific conditions with CCS fast charging station with > 400 kW, > 850 V, > 520A, initial state of charge 45% - 48%, battery temperature of 40°C - 42°C. Maximum charging power for direct current (DC) when charging from 10% SoC to up to 80% SoC under optimal conditions: 390 kW (CCS fast charging station with > 390kW, > 850 V, > 520A, battery temperature of 15°C, initial state of charge 9% and remaining range < 60 km).

[3]Cayenne recharged range in 10 min for direct current (DC) with maximum charging power under optimal conditions (CCS fast charging station with > 390 kW, > 850 V, > 520A, battery temperature of

15°C, initial state of charge 9% and remaining range < 60km), based on WLTP consumption of a vehicle with standard equipment according to the German country version.

MEDIA ENQUIRIES

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Consumption data

Cayenne S Coupé Electric (WLTP)*: Electrical consumption combined: 21.1 – 18.9 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

911 Turbo S (WLTP)*: Fuel consumption combined: 11.7 – 11.5 l/100 km; CO_2 emissions combined: 266 – 261 g/km; CO_2 class: G

*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).

Video

https://newstv.porsche.com/porschevideos/newstv.porsche.com_327847_en.mp4

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