

DRIVING

**THERE IS NO SUCH THING AS BAD TERRAIN,
THERE IS ONLY THE WRONG EQUIPMENT. AND THERE IS NO CHANCE
OF HAVING THAT WITH THE
NEW-GENERATION CAYENNE.
IT LOVES STEEP SLOPES, BOTH ON AND OFF THE ROAD.
AND IT REDEFINES THE MEANING OF PLEASURE.**

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**PORSCHE
INTELLIGENT
PERFORMANCE**

TRAIL

BLAZING

**PORSCHE
INTELLIGENT
PERFORMANCE**

The Cayenne has always been resolute. The five members of the new model series show this trait equally in their fuel consumption and their driving pleasure.

The one does not diminish the other. On the contrary—the combination is right.





We are out in the country. The last members of the ground crew were spotted a few minutes ago—a few wild horses on the Porsche factory premises in Leipzig casually going about their business of helping to ensure biological equilibrium. They probably grinned at the sight of two-legged creatures getting into a high-tech SUV to enjoy a high-octane off-road adventure on four wheels. It is just a little joyride—but quite the experience at that!

At the moment all one sees through the front window of the new Cayenne is the sky. Blue, cloudless, and that is it. No traffic lights, intersections, oncoming traffic, or detour signs. Not even a horizon to arrest the eye. This is how Neil Armstrong must have felt shortly before launching on his trip to the moon, a few hundred thousand kilometers vertically up from Florida. But we are sticking to

the ground—on an incline of 80 percent. At a standstill. In this position, the seat back designed in accordance with the latest ergonomic research takes on a new support function. The Cayenne, on the other hand, does not even need a brake for its standing stunt. The new Porsche Traction Management (PTM) with active all-wheel drive and a central multiple-plate clutch is master of the situation. If the driver no longer gives gas, the Cayenne stays where it is instead of sliding backwards down the hill. When the driver pushes down on the pedal, the journey continues, as effortlessly as on the autobahn.

This steep-slope performance is good news for all rangers and other off-road professionals—the new Cayenne is more commanding at the limits than ever. This is exactly what the engineers, who are always trying to extend the limits, ▶

The Efficiency Manager is always on board. This super-intelligent system decides which driving mode is the best at any given time, turning the

Cayenne S Hybrid engine and motor off or on as required. Drivers need not concern themselves with this—they can concentrate fully on driving pleasure.



THIS TERRAIN IS NOT CHILD'S PLAY. THOUGH IT MAY SEEM LIKE IT FOR THE DRIVER. THE LOAD LIMIT CAN BE PUSHED EVEN HIGHER. IT'S NOT OBVIOUS AT FIRST, BUT HERE THE TRUE STRENGTHS OF THE NEW CAYENNE BECOME CLEAR.



wanted to do. But off-road abilities, which can be made up to three levels more intense by switching the suspension program, are just part of it. The car's real strengths are not immediately apparent. Porsche Intelligent Performance is the name of the strategy by which the company continues to enhance the output of its vehicles while at the same time reducing their fuel consumption. This strategy includes the use of alternative drive concepts—and the Cayenne is the best proof they work.

Up to 185 kilograms (400 lbs.) lighter, a more powerful engine, but fuel consumption levels reduced by as much as 23 percent—this describes the model series now hitting the roads in five different versions. The 400-horsepower V-8 engine helps the Cayenne S accelerate from zero to 100 km/h (62 mph) in less than six seconds. Its fuel efficiency was increased to about 10.5 liters for every 100 kilometers (22.4 mpg, CO₂ emissions: 245 g/km) from more than 13.5 liters/100 km (18 mpg). The Cayenne Turbo, with 500 hp and a peak torque of 700 Nm (516 lb.-ft.), sets new standards for its class. It needs 4.7 seconds to reach 100 km/h (62 mph), while consuming fuel at a rate of 11.5 liters (20.45 mpg, CO₂ emissions: 270 g/km). Techni-

cal innovations such as the start-stop function, thermal management, optimized engine control, and targeted lightweight construction are what enable these figures, which a few years ago were not thought possible. And that is by no means all, because now the latest example of Porsche Intelligent Performance is here—the Cayenne S Hybrid. With the power of two hearts (combustion engine and electric motor), this Porsche is a thrifty glider in urban traffic, as well as a commanding sailor on the open road, thanks to its overall system output of 380 horsepower. Its mixed drive based on the principle of full hybrid technology yields a trio of propulsive options: solely with the electric motor, solely with the combustion engine, or with both at the same time. The Hybrid Manager selects the most efficient mode for every situation. This super-intelligent electronic system gives the separator clutch between the two drives the commands to activate the drive units—or deactivate them.

This sounds complicated, and it is, but it does not affect driving operations in the slightest. While the Hybrid Manager does the thinking, the Cayenne is set entirely for pleasure. Its visuals alone are more sports-oriented and dynamic. And ▶

STARTING AND STOPPING LIES IN THE NATURE OF BOTH CARS AND PEOPLE. EVEN AT A STANDSTILL THE FIVE VARIANTS OF THE NEW CAYENNE GENERATION LOOK TRIM AND POWERFUL. ANYONE SEEKING THE RIGHT COMBINATION OF INTELLIGENCE, FUTURE-ORIENTED TECHNOLOGY, AND PURE DRIVING PLEASURE WILL NOT WANT TO LEAVE THE WHEEL.



when you sit down behind the wheel, your expectations rise all the more. The new instruments with the central tachometer and the rising center console create a real cockpit ambiance. The sporty character of the interior is even more family-friendly in the rear. The wheelbase has been extended by 40 millimeters (1.6 inches), adding more space. The new seat design features variable and separate backrest angles and a rear seat bench that has a 60:40 split and can be shifted 160 millimeters (6.3 inches).

The biggest attraction, however, lies in driving. In a word: joyrides! The Cayenne S Hybrid's lively acceleration derives from the interplay between the 47-hp electric motor and the three-liter V-6 compressor engine. The car starts up noiselessly (electrically), but as its pace increases, it quickly displays the Porsche sound as the 333-hp combustion engine takes command. The vehicle's two hearts work smoothly to-

gether, achieving performance levels that one would otherwise expect only from eight-cylinder cars and providing a near-majestic driving sensation. Those who wish to observe the vehicle's energy flow can do so with a glance at the touch screen above the center console. A look at the instruments yields another "aha" experience. While the tachometer clearly indicates that the Cayenne is rolling through the city at 48 km/h (30 mph), the rpm needle still points calmly to zero. This means the combustion engine is not needed at the moment. And when it revs up to full power, it returns part of the spent energy to the nickel metal-hydride battery. Energy released when braking is also stored in the battery for future use.

The Cayenne S Hybrid craves movement just as much as the rest of the family. In the New European Driving Cycle (NEDC), however, it achieves 8.2 liters/100 km (29 mpg). An impressive figure. And proof that Porsche is moving forward. ◀