



# POWER PACK

*With an output of 405 kW (550 hp), torque of 750 newton-meters, and a peak speed of 283 km/h, the Cayenne Turbo S is a power pack par excellence, and as it happens also a talented all-terrain vehicle for any occasion.*

By Oskar Weber Photos by Stefan Warter

*The Cayenne Turbo S is Porsche's latest precisely calculated approach to squaring the circle: It's very fast, its performance is flawless, its automotive technology is precise, and it is virtually unstoppable.*



*Leaving behind paved roads—if need be to the end of the world—offers nothing less than nearly unlimited mobility, and makes the Cayenne an unparalleled touring car.*



**S**quaring a circle with a ruler and compass is a problem that has occupied geometers for over three and a half thousand years—it's possible in theory but unsolvable in practice. Although mathematicians since the time of Thales and Pythagoras, two thousand years ago, have placed an unending procession of digits after the decimal point, real life tends to arise in the resolution of astonishing contrasts. An SUV that can drive like a Porsche?

While the automotive world was staring fixedly at the rearview mirror and rejecting these conflicting goals as a physical impossibility, the Porsche sports-car company was introducing the Cayenne to the market. Eleven years and a new model generation later, around half a million customers can attest to the fact that a Cayenne is first and foremost a Porsche, but also a practical SUV. Demonstrating this never ceases to be a pleasure.



The concrete occasion this time is the top model of the Cayenne series, namely, the Turbo S, with an output of 405 kW (550 hp), torque of 750 newton-meters, and a peak speed of 283 km/h. Like every Porsche, the Turbo S rules both country roads and



The heart of the Turbo S is the 4.8-liter, eight-cylinder, bi-turbo V engine



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The top Cayenne has no trouble climbing a 60-percent incline

freeways. In contrast to its model brothers in sport suits and business suits, however, the Cayenne possesses a package of further technical qualifications that can come in handy if needed and even add some sex appeal. Leaving behind paved roads—if need be to the end of the world—means nothing less than nearly unlimited mobility, and makes the Cayenne an unparalleled touring car.

Seen in this light, the Turbo S is Porsche's latest precisely calculated approach to squaring the circle: It's very fast, its performance is flawless, its automotive technology is precise, and it is virtually unstoppable. You don't need to build your garage right next to a highway to enjoy driving a Porsche in pure form. An excursion onto a prairie will do as well, as will a drive up

to a mountain cabin on a track consisting solely of two deep ruts in the earth.

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If you're not yet ready to believe, you'll have to see it with your own eyes. This top Cayenne model also goes where its driver would hardly be able to stand upright after getting out of the car. A sprinter, an endurance runner, a cross-tourer, and a climber, the Turbo S meets what are often the diametrically opposed demands of specialized individual disciplines with astonishing matter-of-factness. The Cayenne's key helper is Porsche Traction Management (PTM), the active all-wheel drive system with an electronically regulated and map-controlled multidisc clutch, automatic braking differential, and traction control.



Power Steering Plus enables precision steering on every surface



Off-road propulsion is ensured by Porsche Traction Management (PTM) with an electronically controlled multidisc clutch



For even better traction and dynamism, not least of all on the road, the Turbo S also features Porsche Dynamic Chassis Control (PDCC), Porsche Torque Vectoring Plus (PTV Plus), and Power Steering Plus.

PDCC active roll stabilization reduces lateral tilt when approaching curves and therefore enhances driving dynamics and comfort. PTV Plus uses variable torque distribution on the rear wheels, as well as an electronically controlled differential lock, also on the rear axle. Its targeted braking interventions on the rear wheels introduce additional angular momentum, which improves steering performance and precision. The differential lock optimizes traction to enable even better agility. Last but not least, the speed-dependent Power Steering Plus makes the top Cayenne model a pure-blooded Porsche, with precise and

agile steering, comfort on the freeway, and smooth maneuverability.



One principle holds above all else—there's no propulsion without a drive system. The heart of the Cayenne Turbo S is its newly improved 4.8-liter V8 engine. Comprehensively reworked, this bi-turbo assembly generates 405 kW (550 hp), with torque now boosted to 750 newton-meters. This higher output yields figures that would grace the technical specifications of any highly specialized sports car—if you can coax the Cayenne out of the wild and onto civilized roads—namely, 4.5 seconds for the sprint from 0 to 100 km/h and a peak speed of 283 km/h. At the same time, acceleration and  $v_{max}$  performance let you drive the Turbo S with a light foot on the

gas pedal at all times, with an eye to the environment, for the car's standard fuel consumption is 11.5 l/100 km. That's yet one more advance in squaring the proverbial circle—developed by Porsche engineers who, when they talk about performance, also mean fuel efficiency. ●

#### CAYENNE TURBO S

**Engine:** Bi-turbo V8

**Displacement:** 4,806 cc

**Power:** 405 kW (550 hp)

**Maximum torque:**

750 Nm at 2,250 to 4,500 rpm

**0–100 km/h:** 4.5 sec.

**Top track speed:** 283 km/h (176 mph)

**CO<sub>2</sub> emissions:** 270 g/km

**Fuel consumption**

City: 15.8 l/100 km

Highway: 8.4 l/100 km

Combined: 11.5 l/100 km