

New top model for maximum road performance

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01/10/2026 New top model for maximum road performance

The performance and sporty appearance of the Cayenne Turbo E-Hybrid **Cayenne Turbo E-Hybrid (WLTP)*:** Fuel consumption weighted combined: 5.2 – 4.7 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,2 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 119 – 108 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G can be further enhanced: the model with a GT package, which is exclusively available as a Coupé and on a market-specific basis, adopts numerous elements from the Cayenne Turbo GT, which is particularly focused on maximum on-road performance – as well as its claim to offer the best driving performance in the luxury SUV segment.

One reason for this, among others, is the slightly lower centre of gravity: compared to the otherwise

usual panoramic glass roof on all Cayenne Coupé models, the carbon roof saves around 22 kilograms at the highest point in the vehicle, thereby lowering not only the overall weight, but also the dynamically important centre of gravity and thus the tendency to roll. This effect is enhanced by the lowering of the body by 10 millimetres compared to the Cayenne Turbo E-Hybrid Coupé **Cayenne Turbo E-Hybrid Coupé (WLTP)*:** Fuel consumption weighted combined: 5.3 – 4.8 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,3 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 120 – 109 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G. This lays the foundation for outstanding driving dynamics. On this basis, both the passive suspension components and the active control systems were optimised for lateral and longitudinal dynamics and specially configured in terms of their interaction.

On the front axle, the width of the rims has been widened by one inch compared to the standard wheels of the Cayenne Turbo E-Hybrid, or by half an inch, to 10.5 inches, compared to the optional 22-inch GT design wheels of the Cayenne Turbo E-Hybrid Coupé with lightweight sports package. As a result, the 285/40 ZR22 front tyres can transfer more cornering forces. The Turbo E-Hybrid Coupé with GT package **Cayenne Turbo E-Hybrid Coupé with GT Package (WLTP)*:** Fuel consumption weighted combined: 5.1 – 4.9 l/100 km; Fuel consumption with depleted battery combined: 11,7 – 11,5 l/100 km; Electrical consumption weighted combined: 20.3 – 20.2 kWh/100 km; CO_2 emissions weighted combined: 116 – 112 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G delivers more precise steering and allows higher lateral acceleration. This increased grip in corners is supported by up to 0.58 degree negative static camber angle depending on conditions. Power Steering Plus comes as standard. The feedback from the front axle steering has been intensified, so the driver is even more precisely informed about the driving situation and the road. The adapted Porsche Torque Vectoring Plus (PTV Plus) supports steering and provides better traction when accelerating out of corners thanks to the fully variable differential lock. The GT-specific tuning of the Porsche Traction Management (PTM) system further supports this driving-dynamics effect.

The optional rear-axle steering also features GT-specific tuning for more agile steering angles up to a higher speed range. 315/35 ZR22 tyres mounted on the actively steering rear-axle transmit the lion's share of the propulsion forces.

The Cayenne Turbo E-Hybrid Coupé with GT package comes with the new air suspension with Porsche Active Suspension Management (PASM) as well as 2-chamber 2-valve technology and model-specific damper tuning. The Porsche Ceramic Composite Brake (PCCB) system with yellow brake callipers is also installed ex-works. The sporty suspension setup can be supplemented on request with 22-inch Pirelli P Zero Corsa performance tyres as well as the Porsche Dynamic Chassis Control (PDCC) electromechanical anti-roll stabilisation with adapted control software. The system adjusts the torsional rigidity of the stabilisers on the front and rear axles within a few milliseconds and thus actively supports the vehicle body.

Zero to 100 km/h in 3.6 seconds and 305 km/h top speed

The Cayenne Turbo E-Hybrid Coupé with GT package accelerates to 100 km/h in 3.6 seconds and reaches a top speed of 305 km/h. In addition to its exceptional performance, the Cayenne Turbo E-Hybrid Coupé with GT package offers all the versatility and day-to-day usability of the E-Hybrid powertrain.

The exterior of the Cayenne Turbo E-Hybrid Coupé with GT package reprises the impressive appearance of the Cayenne Turbo GT. This is clearly seen on the titanium exhaust system with centrally positioned tailpipes and the carbon rear diffuser. The same applies to the dark-tinted headlights with the innovative HD Matrix LED technology. The lightweight roof, the exterior mirror panels and the sideplates on the roof spoiler are also made of carbon. Also taken from the Lightweight Sport Package of the Cayenne Coupé are the black wheel arch extensions, side sills and rear apron. There are also other weight-saving measures. These include a mechanical steering column lock, reduced insulation and a particularly lightweight lithium-iron-polymer starter battery. Altogether, the weight savings compared to the Cayenne Turbo E-Hybrid Coupé add up to more than 100 kilograms.

The Cayenne Turbo E-Hybrid Coupé with GT package also has a particularly sporty and exclusive interior. Specific features include a high proportion of Race-Tex material, a 360 mm GT sports steering wheel with a yellow 12 o'clock marker, and a red Sport Response Button on the mode switch. The driver and front passenger enjoy standard eight-way adjustable sports seats.

The availability of the Cayenne Turbo E-Hybrid with GT package is limited to the markets in which the Cayenne Turbo GT is no longer available due to local regulations. This applies to the majority of EU markets, as well as Japan, Hong Kong, Taiwan and Singapore (as of October 2023).

MEDIA ENQUIRIES



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Consumption data

Cayenne E-Hybrid (WLTP)*: Fuel consumption weighted combined: 4.4 – 3.9 l/100 km; Fuel consumption with depleted battery combined: 10,5 – 9,8 l/100 km; Electrical consumption weighted combined: 19.7 – 19.1 kWh/100 km; CO_2 emissions weighted combined: 101 – 90 g/km; CO_2 class weighted combined: C – B; CO_2 class with depleted battery: G

Cayenne E-Hybrid Coupé (WLTP)*: Fuel consumption weighted combined: 4.4 – 3.9 l/100 km; Fuel consumption with depleted battery combined: 10,5 – 9,8 l/100 km; Electrical consumption weighted combined: 19.7 – 19.0 kWh/100 km; CO_2 emissions weighted combined: 101 – 89 g/km; CO_2 class weighted combined: C – B; CO_2 class with depleted battery: G

Cayenne Turbo E-Hybrid (WLTP)*: Fuel consumption weighted combined: 5.2 – 4.7 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,2 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 119 – 108 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G

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Cayenne Turbo E-Hybrid Coupé (WLTP)*: Fuel consumption weighted combined: 5.3 – 4.8 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,3 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 120 – 109 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: 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).

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