

Greater range, faster charging, more power

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01/10/2026 Greater range, faster charging, more power

The E-Hybrid models of the Cayenne combine performance and efficiency in innovative ways. It's truer than ever before: comprehensively revamped powertrains enable greater range, higher system output and shorter charging times.

The heart of the hybrid system in all E-Hybrid () is a new electric motor. A coil with an optimised number of turns as well as a new magnet and an increased phase current of the pulse inverter boost the electric power by 30 kW to 130 kW (176 PS). An additional 50 Nm takes the torque up to 450 Nm. Moreover, the new electric motor can convert 30 per cent more braking power into electrical energy in generator mode and store it in the traction battery: The new Cayenne E-Hybrids now recuperate with a capacity of up to 88 kW and at speeds down to 2 km/h. The predecessor braked down to a speed of 14

km/h with the electric motor. The compact unit is integrated in the revamped eight-speed automatic transmission.

A new brake booster further refines the driving experience in all E-Hybrid models. The Cayenne uses the technology to make the transition between the recuperation brake and the friction brake particularly smooth. This results in a consistent pedal feel throughout the braking process and thus to optimal dosing of braking power in both everyday and dynamic driving situations.

Porsche is also equipping all new Cayenne E-Hybrid models with a larger high-voltage battery, with an 8 kWh capacity increase to 25.9 kWh all told. Compared to predecessor models, it thus enables significantly more all-electric trips. With the new 11 kW on-board charger, the charging time at a suitable wall charger or charging station is just two hours and 40 minutes despite the increase in battery capacity.

The driving modes of the new Cayenne are designed to use the available energy as intelligently and efficiently as possible. In the Sport driving programme, the minimum charge level of the traction battery drops from 30 to 20 per cent, and in the Sport Plus driving programme from 80 to 30 per cent. This means the internal combustion engine needs to recharge the battery less frequently, which improves the overall efficiency of the vehicle. Another new feature are the charging strategies in the E-Charge driving programme: When driving in built-up areas and at speeds of less than 55 km/h, the drive system operates in hybrid mode. The combustion engine and the electric motor share the workload and the charge level stays constant. Outside of town and at higher speeds, the internal combustion engine takes over completely and charges the battery to a maximum charge level of 80 per cent. The revised Hybrid-Auto mode includes environmental and navigation data in the powertrain strategy and enables a higher proportion of the route to be driven on electric power alone in city driving.

Cayenne S E-Hybrid

The Cayenne S E-Hybrid **Cayenne S E-Hybrid (WLTP)*:** Fuel consumption weighted combined: 4.5 – 4.0 l/100 km; Fuel consumption with depleted battery combined: 10,6 – 9,8 l/100 km; Electrical consumption weighted combined: 19.9 – 19.1 kWh/100 km; CO_2 emissions weighted combined: 103 – 90 g/km; CO_2 class weighted combined: C – B; CO_2 class with depleted battery: G combines the dynamic demands of the Cayenne S with the progressive drive concept of the Cayenne E-Hybrid. In terms of the performance-relevant aspects of powertrain and suspension, Porsche is positioning the new Cayenne S E-Hybrid above the Cayenne S and Cayenne E-Hybrid. In doing so, the sports car manufacturer is creating yet another exhilarating point of access to advanced hybrid technology.

With 260 kW (353 PS), the three-litre V6 turbo engine in the Cayenne S E-Hybrid has 36 kW (49 PS) more power than the V6 in the Cayenne E-Hybrid. Together with the new electric motor, this results in a system output of 382 kW (519 PS). The SUV and SUV Coupé accelerate from zero to 100 km/h in 4.7 seconds and reach a top speed of 263 km/h. The electric range is up to 90 km (EAER City).

Cayenne Turbo E-Hybrid

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 assumes the mantle of the previous Cayenne Turbo S E-Hybrid as the most powerful model in the portfolio. Both body styles combine superior drive performance with high efficiency. The revised hybrid technology in the new Cayenne supports both the day-to-day usability and the dynamic qualities of the top Cayenne.

The new electric motor works in conjunction with a powerful four-litre V8 twin-turbo engine in the Cayenne Turbo E-Hybrid. The combustion engine alone has an output of 441 kW (599 PS). Together, the two power units deliver an impressive combined power output of 544 kW (739 PS) and a maximum torque of 950 Nm. This amounts to a power boost of 43 kW (59 PS) over the previously offered Cayenne Turbo S E-Hybrid. The performance of the Cayenne Turbo E-Hybrid amply justifies its billing as the top of the line in the sports car of SUVs. With Launch Control, it crushes the sprint from 0 to 100 km/h in just 3.7 seconds and reaches a top speed of 295 km/h.

The eight-cylinder twin-turbo has been extensively revised for use in the new Cayenne to reduce fuel consumption and emissions. The switch from a twin-scroll to a single-scroll turbocharger results in higher exhaust-gas temperatures, which reduces fuel consumption in the highly dynamic range. Increased fuel injection pressure to 350 bar improves efficiency, while electrically controlled wastegates boost engine responsiveness. A new two-stage variable valve lift with two cam profiles per valve on the intake camshaft adjusts the valve train depending on the load condition. At low loads, the engine works with short valve opening times and small valve lift, at high power requirements with long opening times and large lift. The fully variable camshaft control Vario Cam Plus also varies the duration of the valve overlap. This improves performance while further reducing CO_2 emissions. Optimisations to the piston rings and piston cooling also promote the robustness of the powerful eight-cylinder engine.

MEDIA ENQUIRIES



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Consumption data

Cayenne S E-Hybrid Coupé (WLTP)*: Fuel consumption weighted combined: 4.5 – 4.0 l/100 km; Fuel consumption with depleted battery combined: 10,6 – 9,8 l/100 km; Electrical consumption weighted combined: 19.9 – 19.1 kWh/100 km; CO_2 emissions weighted combined: 103 – 90 g/km; CO_2 class weighted combined: C – B; CO_2 class with depleted battery: G

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

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

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

Cayenne S E-Hybrid (WLTP)*: Fuel consumption weighted combined: 4.5 – 4.0 l/100 km; Fuel consumption with depleted battery combined: 10,6 – 9,8 l/100 km; Electrical consumption weighted combined: 19.9 – 19.1 kWh/100 km; CO_2 emissions weighted combined: 103 – 90 g/km; CO_2 class weighted combined: C – B; 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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