



Cayenne Electric (WLTP)*: Electrical consumption combined: 21.8 – 19.7 kWh/100 km; CO₂ emissions combined: 0 g/km; CO₂ class: A

An electric milestone with Porsche DNA

09/03/2026 An electric milestone with Porsche DNA

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.

Two variants will be available at market launch: the Cayenne Electric and the Cayenne Turbo Electric – both with electronic all-wheel drive. 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 is the Cayenne Turbo Electric with a system output of up to 850 kW (1,156 PS, **Cayenne Turbo Electric (WLTP)***: Electrical consumption combined: 22.4 – 20.4 kWh/100 km; CO₂ emissions combined: 0 g/km; CO₂ class: A) and maximum torque of up to 1,500 Nm. It accelerates from 0 to 100 km/h in 2.5 seconds and reaches a top speed of up to 260 km/h. In normal driving mode, up to 630 kW (857 PS) is available, and ¹an 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, which is used exclusively in the Turbo model. The technology 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, with a ratio of 48:52.

Efficiency, recuperation and range

At the heart of the Cayenne Electric 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 642 km. 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 operations in everyday use are covered purely electrically. The hydraulic braking system is only activated 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, bank charging and inductive charging

Thanks to its 800-volt architecture, the Cayenne Electric can charge at up to 390 kW on high-power chargers, and even up to 400 kW under specific conditions². The state of charge can be increased from 10 to 80 per cent in less than 16 minutes. A range of up to 325 km can³ 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.

Chassis: a balance between comfort and dynamics

Both 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 is equipped with Porsche Torque Vectoring Plus (PTV Plus) as standard and 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, the Cayenne Electric is one of the most aerodynamic SUVs in its class. The almost completely enclosed underbody, air curtains, active cooling air flaps and an adaptive roof spoiler optimise airflow. In the Turbo model, active aeroblades are also used. Striking wings, frameless doors, a gently sloping 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

The wheelbase, which is significantly longer than that of the combustion-engined Cayenne, creates noticeably more space in the rear. The standard electrically adjustable rear seat system allows flexible adjustments between additional space for rear passengers and maximum luggage compartment volume. With the rear seats folded, the load volume increases to up to 1,588 litres, and the total luggage space is supplemented by a 90-litre 'frunk'. The towing capacity of up to 3.5 tonnes, depending on the market and equipment, remains unchanged. A panoramic glass sunroof with Variable Light Control, parking pre-climatisation and fully integrated digital connectivity enhance travel comfort.

Customisation and special requests

The Cayenne Electric offers an unprecedented range of customisation options: numerous exterior colours, interior worlds, wheel designs and accent packages. Through Porsche Exclusive Manufaktur and Sonderwunsch, truly bespoke designs can be realised, right down to one-off cars.

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

²Cayenne 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).

³Cayenne 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 Electric (WLTP)*: Electrical consumption combined: 21.8 – 19.7 kWh/100 km; CO₂ emissions combined: 0 g/km; CO₂ class: A

911 Turbo S (WLTP)*: Fuel consumption combined: 11.8 – 11.5 l/100 km; CO₂ emissions combined: 266 – 261 g/km; CO₂ class: G

*Further information on the official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO₂-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO₂Emissions 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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