

Beach party in Andalusia:
Even on tricky sand, the Cayenne
steers a straight course

Driving

The Globetrotter

Like no other Porsche, the Cayenne is in a position to carry the message of an innovative, extremely sporty company—to the farthest corners of the world. The new models manage that with even better technology and much more power—as our discovery tour through Andalusia proved.

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Full power ahead: On pavement, the Cayenne displays the driving qualities of a sports car—thanks, too, to the new optional PDCC roll stabilization system





Sad but true: the shore's the limit. Not much else can stop the Cayenne. If the terrain gets rough, soft, or even bone-dry, and nasty obstacles appear, the Cayenne twists its axles patiently and plays with its mighty torque, which, in the turbo version, reaches 700 newton-meters (516 lb.-ft.) at just 2,250 rpm. The electronic coterie inside the vehicle directs the suspension, clearing the way for the sporty SUV, with hardly a care for steep climbs or precipitous drops. It handles these tasks with a battery of electronic systems: the Porsche Active Suspension Management System (PASM), Porsche Traction Management permanent all-wheel drive (PTM), and Porsche Stability Management (PSM), as well as the newly introduced anti-roll system, Porsche Dynamic Chassis Control (PDCC).

Here, at the beach in Andalusia, the subsoil is generally soft. The friendly helpers of the Spanish Red Cross, who've authorized the route down the infinitely long sandy track, are watching the scene from a distance with interest—and maybe a little disappointment. How much have they bet that they'd have to pull us back out again? But they don't know this vehicle. Thoughts go to taking a spin out to sea, roaring over the waves toward the evening sun—but even though the Cayenne is tremendously versatile, it's not amphibious. Not to worry; a beach party with this light and atmosphere is good enough.

Onward:
The Cayenne is ready to roll on its tour of Spain's southern tip—only the sea can stop it

A few kilometers around the corner, right near the fishing harbor of Tarifa, the experts have drawn the line. There, somewhere around the Straits of Gibraltar, the Mediterranean supposedly steals away and vanishes into the Atlantic. Or the other way around—it's hard to say exactly. But the natives claim that the water's color and currents show how these seas are clashing. One thing's for sure: we're on the line. And right now, the Cayenne is in charge—unequivocally, in every respect.

Integrating the purity of hard-core sports-car makers with the requirements of an SUV was where skeptics once drew the line. That was before the Cayenne appeared. But then engineers put the “most controversial Porsche of all times”—as Porsche CEO

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Dr. Wendelin Wiedeking has called it—on (and off) the road, and created a jack-of-all-trades. On pavement, the Cayenne delights even ardent sports-car drivers. Off pavement, it takes on all comers.

During its first four years, more than 150,000 rolled off dealers' lots; nearly double the original projection. The bestseller not only “launched the company into a new orbit”—(Wiedeking)—but also turned it into a globetrotter. China, Russia, the Middle East, Latin America, India—areas where Porsche was a rarity until only a few years ago—are markets that can today score growth rates into the triple digits. Currently, 650 companies in 102 countries are part of the dealer network. Wiedeking describes the effects: “In the emerging markets, the Cayenne is assuming the role that ▶

Downward:
Even nose-down, the Cayenne is always on top of things





the 911 Carrera once occupied in the big Western markets. It represents technology and image—and is thus the Porsche brand's calling card."

Porsche has invested "more money than ever" in designing the second generation of the Cayenne, the CEO explained, taking all customer demands into account. Product line manager Klaus-Gerhard Wolpert explains, "We've learned a lot about driving behavior in the various cultures, and have included everything."

Virtually every part has been subjected to critical examination, leading to significant improvement in the Cd value, for example. From the air intakes to the roof's trim, there have been numerous improvements to drive the drag coefficient down from 0.39 to 0.35. And with the introduction of Direct Fuel Injection (DFI), power has been increased while fuel consumption has been reduced.

As for active driving safety, the engineers have come up with a new electronic system—the anti-roll system called Porsche Dynamic Chassis Control (PDCC). The PDCC system comes as an option package with the Porsche Active Suspension Management System (PASM), which is standard on the Cayenne Turbo. The PDCC system consists of two active anti-roll bars with hydraulic swivel motors at the front and rear axles. Each swivel motor is connected to ▶

Sideward:
Off the road and on to pure enjoyment—the Cayenne in the country

On the highway, the practiced sporty driver will enjoy how the system keeps the Cayenne on an even footing on undulating road surfaces, and also prevents body roll up to a lateral acceleration of 0.65 g. Not bad, considering that you have to be doing quite a clip just to reach a lateral acceleration of 0.3 g.

one half of the active anti-roll bar via the housing; the other half of the anti-roll bar is connected with the swivel-motor shaft. A vane-cell adjuster subdivides the motor into several chambers, each filled with oil. Depending on the driving situation, the two roll-bar halves are rotated in relation to one another by steering of individual chambers and by changes in oil pressure—up to 180 bar. The system reacts faster than the car can sway.

Off pavement, the PDCC system can thus permit an extreme axle articulation of up to 230 millimeters (9 in.) and, if things really do get serious, a complete decoupling of the stabilizers, up to a speed of 35 km/h (20 mph). On the highway, the practiced sporty driver

will enjoy how the system keeps the Cayenne on even footing on undulating road surfaces, and also prevents body roll up to a lateral acceleration of 0.65 g. Not bad, considering that you have to be doing quite a clip just to reach a lateral acceleration of 0.3 g. The Cayenne manages evasive action and quick-decision passing maneuvers in the style of a 911. According to the German daily *Die Welt*, “The new Cayenne drives like a sports car. Maybe even better.”

And here, on a tour of Andalusia, the globetrotter still has plenty of experiences to convey to the average Central European. The branches of the trees along the narrow alleys of Jerez hang heavy with oranges—something you don’t see every day. And down on the beautiful road from Vejer de la Frontera to Tarifa, the sporty SUV can show its stuff amidst the magnificent landscape—and not just in the curves.

The new Cayenne is a multi-talented cultural ambassador—with even more driving fun coming in the second generation. The only way to add more excitement would be for it to ride on water. Only here, where water meets sand, has it reached its limit. The “straits” of Gibraltar may mean “street,” or *Strasse*, where the Cayenne comes from, but in real life, you need a ship to cross this one. Well, you can’t have *everything*. ◀

Homeward:

The end of a “business trip” leads back to the starting point

