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2015 porsche cayenne turbo performance

للحصول على أحدث على السيارات الجديدة ، ومراجعات السيارات والأخبار ، ومفهوم السيارات وتغطية عرض السيارات ، والجوائز وأكثر من ذلك بكثير. الداخلية www.motortrend.com نظرًا للوائح حماية البيانات العالمية للاتحاد الأوروبي، فإن موقعنا الإلكتروني غير متاح حاليًا للزوار من معظم الدول الأوروبية. نعتذر عن هذا الإزعاج ونشجعك على زيارة مقاعد قياسية 5 الخارجي طول 191.1 عرض الجسم 78.7 ارتفاع الجسم 67.0 قاعدة العجلات 114.0 تطهير الأرض 7.2 كبح 4,817 رطلا. الوزن الإجمالي 6,305 رطل. سعة خزان الوقود 26.4 غال. تقديرات وكالة حماية البيئة الأميال .cu.ft أقصى قدرة الشحن 60.2 .cu.ft الجبهة غرفة الرأس 40 أمام غرفة الكتف 59 أمام غرفة الورك 58 الأمتعة سعة 23.7 حصاناً 520 حصان حصان حصان دورة في الدقيقة 6,000 عزم الدوران 553 رطل قدم. عزم الدوران دورة في الدقيقة 2,250 أقصى قدرة سحب 7,716 رطل V-8 قاعدة حجم المحرك 4.8 لتراً نوع المحرك 14 Hwy Performance مدينة / 21 Drive type all-wheel drive Turning radius 19.5 " Show More Year 1 $7,994 Year 2 $17,325 Year 3 $15,625 Year 4 $10,450 Year 5 $9,950 Year 1 $5,919 Year 2 $252 Year 3 $246 Year 4 $218 Year 5 $213 Year 1 $2,021 Year 2 $2,093 Year 3 $2,167 Year 4 $2,244 Year 5 $2,324 Year 1 $1,252 Year 2 $1,238 Year 3 $1,225 Year 4 $1,211 Year 5 $1,198 Year 1 $2,505 Year 2 $1,984 Year 3 $1,446 Year 4 $890 Year 5 $317 Year 1 $215 Year 2 $541 Year 3 $16,752 Year 4 $1,512 Year 5 $682 Year 1 $134 Year 2 $164 Year 3 $272 Year 4 $303 Year 5 $340 Year 1 $0 Year 2 $0 Year 3 $0 Year 4 $0 Year 5 $2,390 Year 1 $20,041 Year 2 $23,598 Year 3 $37,733 Year 4 $16,830 Year 5 $17,414 Data provided by !function(f ، ب، هـ، v، n، t، s) {if (f.fbq) return; n = f.fbq = دالة() {n.callMethod? n.callMethod.apply(n, arguments) : n.queue.push(إذا| وسائط);{!f._fbq) f._fbq = n; n.push= n; n.loaded=!0; n.version = '2.0'ر| = [] انتظار ن.قائمة ؛ = b.createElement(:(هـ t.async = !0؛ t.src = v؛ s = b.getElementsByTagName (:[0]هـ s.parentNode.insertBefore(t, s)},نافذة, نص, 'مستند', '//connect.facebook.net/en_US/fbevents.js')؛ fbq ('init', '174181139752304'); fbq (':('الصفحة فيو' ،'المسار fbq ('trackCustom', 'ViewedVehicle', {4 توربو: 'كايين', تقليم: 'بورش', نموذج: 'بورش', جعل: '2015' :سنةdr دفع 'جميع العجلات'});> (الدالة(i,s,o,g,r,a,m){i['GoogleAnalyticsObject']=r;i[r]=i[r]|| دالة(){(i[r].q=i[r].q|| []).(الوسائط.(دفع},i[r].l=1*:()تاريخ جديدa=s.createElement(o)، m=s.getElementsByTagName(o)[0]؛a.async=1 &a.src=g;m.parentNode.insertBefore(a,m)))(السيناريو ،'النافذة، الوثيقة، 'تحليلات/'//www.google-analytics.com ،'السيارات ga('set', 'anonymizeIp', صحيح); ga('set', 'dimension1', '2015'); ga('set', 'dimension2', ':('بورش ga ('مجموعة' ،'dimension3، ':('كايين ga ('مجموعة' ،'dimension7، ':('فائدة ga('set', 'dimension8', 'make-model'); ga ('مجموعة' ،'dimension9، ':('المواصفات ga('set', 'dimension10', ':('ديزل ga('عرض الصفحة' ،'إرسال');> (فاز} (د، ر) دالة = d.createElement(t)، s = d.getElementsByTagName(t)[0]؛ a.src = ' ؛ s.parentNode.insertBefore(a, s);s)نص ،مستند) {:'))))> (د)دالة، A = d.createElement (t), s = d.getElementsByTagName (t)[0]; a.src = ' ; s.Node parent.insertBefore (a, s);} (document, 'text')))) > Name: Porsche Cayenne Turbo from: from $230,800 plus road costs. Vitality: 4.8-liter V8 Turbo Petrol, 382kW, 750Nm, eight-speed cars, 11.2L/100km, AWD Guide Porsche has not forgotten its legacy as a high-performance brand just because it makes an SUV now. The recently updated Cayenne Turbo is a serious performance car with a powerful engine and a precisely tuned structure to support it. You probably already own a Porsche with two doors and want something more practical, but just as fast, for family duties. Many people though the legacy of Porsche with the cayenne two-door sports car is its best-selling model. Porsche sold more cayenne last year than the 911, Cayman and Boxster combined. There are 10 standard and metallic colors to choose from at no extra cost but they are all conservative dark colors (black, white, silver, gray, dark blue and brown). If you want a brighter color you can spend an additional $5990 on metallic green or red. But frankly, dark colors fit the big SUV better. 2015 Porsche Cayenne Turbo Photo: Supplied Vin Diesel. Like the action movie star and Cayne Turbo is fast, furious and popular. Because it is one of the best performance suvs money can buy; Though a lot of money. Cayenne Turbo blends easy performance with sharp SUVs and luxurious and spacious interiors. It is very unlikely Porsche has a reputation for building sports cars that you can use daily – this is not easy to earn and comes only after decades of reliable performance in the real world. 2015 Porsche Cayenne Turbo Photo: Supplied it undoubtedly costs a lot of money but it also provides a lot of value with its healthy list of standard equipment – as well as its great performance parts. Porsche is increasingly becoming a more mainstream performance brand (mainly due to the addition of The Cayenne and McCann SUVs) so they have become a more common sight in traffic. However, the aggressive turbo chassis and huge 21-inch alloy wheels give it a real road presence. In line with the rest of the interior car is a combination of performance and practicality. The materials used throughout are first-class (there are a lot of leather and metal work) to give it a premium feel. The seats are supported when thrown through the corners and there is decent space in the rear. If there is a criticism is a little busy layout - there are dozens of buttons and keys to control all the car settings and entertainment that take time to learn. You also have 12 options for interior colors, including seven two-color options, to adapt them to your personal tastes. With 382kW of power and 750Nm of torque and Cayenne Turbo has no difficulty getting up to the speed limit – and going further. The 0-100km/h race is managed in just 4.4 seconds though Being a spacious five-seater SUV. Its acceleration in gear is equally fierce, it can launch from 80-120km/h at 3.1secs. This is where Porsche's experience in building sports cars shines. The Cayenne Turbo performs very well in bends you almost forget it's a big car. It's located relatively flat when turns and large tires provide a lot of grip. Traction is very excellent, despite a lot of grunt, thanks to the all-wheel drive system. 2015 Porsche Cayenne Turbo Photo: Supplied trade-off for impressive handling is a ride that is a company, even busy at times. It is well controlled but there is only so much that the suspension can be absorbed when trying to make such a very sporty big car. Not surprisingly, a large SUV with a powerful twin-turbo V8 has a healthy appetite for gasoline. But if you're worried about the efficiency you're looking at the wrong Cayenne, you should be buying one of the diesel-powered models - or even plug-in hybrids. If you are in the market for fast SU and Cain Turbo will be near the top of the list. But there are new competitors on the road that don't make it an automatic option. These new competitors include the all-new Range Rover Sport SVR (from $218,500), the new BMW X5M (from $185,900) and the X6M (from $194,700). Go to work today and drive off-road or on the racetrack tomorrow... The Cayenne Turbo is hardly a bush-initiated but it is really capable of all-round SUV performance. Go behind the scenes on the drive on Facebook, Instagram and YouTube body type 5 seat safety vehicle n/a green fuel gasoline - premium ULP fuel consumption 11.5/100km transmission 8 speed sport automatic drive 4.8L, 8 cylinder twin turbo Intercooled performance power: 382 [protected email] Torque: 750 [protected email] 0-100 km/h 4.5 seconds for 2015 model facelift, Porsche designers perform many tweaks that start to add up when seen alongside the old model. For the typical 2015 facelift, Porsche designers made several adjustments that began to build up when they were seen alongside the old model. At the back, the taillights now look flatter. They still wrap around the car wings, but do it in a more horizontal way. Like lamps in the offensive line, these are also composed of a four-part lighting element. License plate and handle strip is now smoother integrated in the back door. Exhaust tips are divided and more integrated into the surrounding bumper. Automatic back door is standard. Higher, the rear brake light in the spoiler roof is seamlessly aligned with the overall shape of the wing. The entire background looks wider and more elegant, giving it a more sporty appearance than before. In front, Porsche did something similar, changing the lines in the fascia, bumper wings and hood to move the eye towards the sides instead of the middle. The central grille is more rectangular than the trapezoidal, while the wing sockets are squared off as well. Headlights come with standard LED lamps and Equipped with Porsche Dynamic Lighting System. Seen in profile, the roof slopes down a little towards the rear. Side display mirrors are equipped with integrated turn signals and reconfigured vision. Porsche says the entire package reduces air turbulence and improves air efficiency. For paint options, in 2015 the model sees the addition of a metallic white carrara and palladium metal. There are new aluminum wheel designs as well, with a multi-speaker design that draws inspiration from the 911 Turbo. There is also a new generation of Michelin's 21-inch summer performance frames called Latitude Sport 3, which provide a grip of high-speed and hallelic turns. The exterior dimensions of the rear may go like hell, but the interior of Cayenne is still luxurious and comfortable. Standard features include a new multifunctional sports steering wheel with integrated paddle adapters, stainless steel doorsills, and a auxiliary sound interface. The steering wheel is a new, inspired halo of the 2014 Porsche 918 Spyder. The steering wheel is a new, inspired halo of the 2014 Porsche 918 Spyder. The rear seat can be equipped with an optional ventilation feature. There is also available soft close door function, particularly useful when parked in narrow spaces. The windshield has a heating option available that uses a thin foil heater, which adds a side benefit from reduced internal noise. The equipped air suspension (scroll down to the next section for more details) is also useful for loading and unloading luggage thanks to the low ride height of 52 mm (2.17 inches) on the drive. To complement this, the luggage compartment cover has been simplified. Infotainment is enhanced by Porsche Car Connect technology, which provides quick access to vehicle information and functions via its associated smartphone app. This includes park assist front and rear with surround vision system. Using many high-resolution cameras, the system creates a virtual bird eye perspective to help drivers maneuver in tight spaces. The interior trim can be requested in the two-tone color scheme, including black/shorter beige at no extra cost. Dark walnut trim is a newly added option. Porsche Drivetrain has managed to improve both fuel economy and take out the Cayenne engine across the lineup. This means that the venerable turbo model uses its twin 4.8-liter V-8 turbo to put 520 horsepower (gaining 20 horsepower) and 553 lb-ft of torque (a 4 gain 37 lb-ft) while consuming only between 11.5- and 11.2 liters of fuel every 100 km (0.3 liters/100 km reduction). Emissions look like a figure of between 267 and 261 g/km of CO2. Many efficiency techniques are integrated throughout the drivetrain, including a gearbox that has also been optimized with coast function. This isn't exactly the territory of the Prius, but it's decent for a massive sports SUV that breathes fire. With power guided by an 8-speed Tiptronic S gearbox, It looks like 4.5 seconds to 60 (0.3 seconds reduction) with a top speed of 173 mph. How did Porsche manage to do that? Many efficiency techniques are integrated throughout the drivetrain, including a gearbox that has also been optimized with coast function. Developed to work alongside the automatic stop/start function that shuts the engine when it is in a stop, the feature will also separate the driving equipment when lifting the throttle, preventing the transmission from absorbing excess momentum. Adaptive algorithms adapt this feature to individual driving patterns. This function can be deactivated on the central console if desired, and is automatically deactivated when you turn on sports-plus driving modes. Thermal management was also taken up. Active cooling flap behind the central air inlet is open and close depending on the driving condition and engine temperature, either keeping the engine cool or improving the aerodynamics in front to reduce drag and improve fuel economy. The engine's thermal management system and gearbox ensure warm up at optimum temperatures to reduce friction losses. This also improves fuel consumption and ensures the interior quickly warms to comfortable timers in cooler environments. To ensure a gentle balance between comfort when you want and performance when you need it, the Cayenne Turbo is equipped with a standard air suspension that Porsche says is suitable for both off-road and everyday use, blending comfort and performance into one easily adjustable package. Suspension installation points are improved for improved comfort. Porsche's active suspension management system comes entirely with three different driving modes: comfort, sports and sports plus. Drivetrain specificationconsider Porsche Cayenne Turbo starts at $114,700. Customers can choose from a wide range of options for interior and exterior and performance of the car, such as a panoramic roof ($660), sportdesign body kit ($5,655) and porsche ceramics composite brake range ($8,840). There is also a popular Crono Sports Pack ($770), which comes with a performance start feature. It is properly activated by pressing the brakes and braking at the same time, and this feature increases engine speed and prepares the transmission for maximum pull power off line, while also improving the gear change file. Competitors 2015 BMW X6 M we've already seen the new 2015 X5 M and now its cousin to bend. Meet the 2015 X6 M. When it comes to physics-defying SUV performance, BMW comes packing heat with the X6 M. The exterior is formed with a coupe-like roof, while under the hood is a twin-turbo 4.4-liter V-8 put down 567 horsepower in all four-wheel drive via 8-speed transmission and the all-wheel drive system of Bimmer XDrive AWD. It may be weighed as much as a country, but it will still somehow manage the time 0-to-60 under four seconds. Pricing starts at $103,095. Read our full review here. 2016 Mercedes-AMG GLE63 not surprisingly, Mercedes is also Part in The Elephant Tap Madness dances with its own SUV performance. Like Beamer and Porsche, the twin-turbo V-8 provides muscle, with 5.5 liters of displacement available at Merck. The output is measured at 550 hp in all four wheels in the upper specifications. Inside you'll find piles of high-end luxury and materials. It's more SUV-esque than a Porsche or BMW, but it's definitely just fast. Pricing starts at just under $100,000. Read our full review here. History through both the right-hand and boho faithful Porsche, the German sports car builder moved forward with the Cayenne SUV in 2003. Cayenne debuted with a base, a 4.5-liter V-8 with 340 horsepower and was an optional, 4.5-liter turbo with 450 horses. The following year a 3.2-liter engine with 247 horsepower debuted as cayenne in entering the powerplant level. In 2008, Porsche refurbished Cayenne with a facelift and a host of new variants. I got a new Cayenne base, a 290-horsepower V-6, the Cayenne S got a 4.8-liter V-8 with a 385, a new GTS model 405 hp V-8 and a turbo model got a 500 hp V-8. In 2011, the debut of the second generation Cayenne 400 pounds lighter, and with a new nose to go with revised D columns. In 2011, the Cayenne base was a 3.6-liter V-6 with 300 horsepower, and the Model S 400 had a horsepower of 4.8 liter V-8, a hybrid S model wadding out 380 horses and a turbo model continued with 500 horses. The conclusion is five seats, more than 500 horsepower, and enough tires and engineering tricks to stick the whale to the wall – this is a combination that Cayenne boasts. And for the 2015 turbo model, it's all but turned up to 11. The exterior looks good, the interior is ever plush, and just going keeps going. It's hard to get the best Porsche when it comes to sports SUVs. Many have tried, but inevitably, the result is pretty much the original idea of Stuttgart but with a new sheen. If you are in the market for SUVs that have the cargo to embarrass established sports cars while still bringing enough space and comfort to keep the family happy, Cayenne is the way to go. Just expect to pay for all those physics cheat icons. Love it nice lyxing the same old Porsche luxury inside more power with less fuel and the expensive CO2 can buy a sports car and SUV that does all the better function than the Porsche One (and less porsche) spy shots March 17, 2014 - Porsche Cayenne Turbo reveals the front fascia in front, we can see that the differences between the standard Cayenne and the turbo model are very slight and include longer fog lights and a less aggressive lip on the front and rear yard. I suspect the differences will be more pronounced by the time Porsche Rolls 2015 cayenne lineup in the showrooms. Exhibitions.

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