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Used Porsche Cayenne (958 & 9Y0) Buyer's Guide

Known issues, what to inspect, generation differences, and current sold prices from the pcarvalues.com auction sample. Prices are U.S. dollars only.

Prepared Nov 24, 2026 (America/Chicago). Auction figures are from pcarvalues.com auction sales data as of Nov 20, 2026. This is a market snapshot and a buying checklist, not an appraisal.

A used Cayenne is often the most car you can buy with a sports-car badge on the nose, and the running costs are closer to a large luxury SUV than to a 911. This guide focuses on the second generation (958, model years 2011–2018) and the third (9Y0, 2019–2023, plus the 2024-on facelift). The first generation (955/957, 2003–2010) is cheaper still and is linked below, but it is a different, older machine.

The Cayenne line as a whole (every generation) had a $20,750 median from 715 U.S.-dollar sales, with the middle half selling between $14,000 and $31,000. Sales in this window ran from $3,300 to $186,000. Of 229 sales with a known mileage, the median odometer reading was 67,000 miles.

That blended median is pulled down hard by older 955/957 and 958 cars. A 9Y0 S, GTS or E-Hybrid will not be anywhere near it. Use the generation pages when you price a specific year.

What these cars have been selling for

GENERATION	MODEL YEARS	MEDIAN	MIDDLE 50%	USD SALES	MEDIAN MILEAGE
Cayenne (958)	2011–2018	$21,500	$15,800–$28,500	461	79,000 miles
Cayenne (9Y0)	2019–2023	$51,500	$32,800–$67,100	64	52,000 miles
Cayenne (9Y0 facelift)	2024–present	$118,528	$81,000–$137,000	14	10,000 miles

Medians and the middle 50% use the same snapshot window as the matching value page (last 12 months, or the full sample if that window is thin). Mileage is the median odometer reading among sales in that window with a known mileage. All figures are U.S. dollars only.

Generation differences

The 958 (2011–2018) is lighter than the first-generation car and is the volume used Cayenne today. It includes V6 and V8 gasoline models, the first U.S. hybrid Cayennes, and diesel models that need their own emissions-and-service homework. The 9Y0 (2019–2023) is the current-shape pre-facelift car, including the Coupe body and the E-Hybrid models. The 9Y0 facelift (2024 on) has a redesigned interior and updated powertrains; do not mix those sold prices with a 2019–2023 car. The all-electric Cayenne is a different vehicle and is not covered here.

Known issues

Water pump and coolant in the vacuum system (especially 9Y0)

On many 9Y0 cars, including V6 and V8 models, a failing water pump is not just a puddle on the ground. Coolant can find its way into the vacuum lines, which leads to a mess of warning lights, a hard pedal, or a car that goes into a limp mode. Ask whether the water pump has been replaced, whether any vacuum lines or the brake booster were cleaned or replaced at the same time, and whether the car has a current leak-free cooling system. A specialist who sees 9Y0 cars will know the pattern. 958 cars also need a careful cooling-system inspection, even if this particular failure mode is discussed more on the later generation.

Transfer case and driveline (especially earlier cars and some 958s)

All-wheel-drive Cayennes put real load through a transfer case. Trouble can show up as a shudder on tight low-speed turns, a clunk into 4-wheel drive, or a warning in the cluster. This is one of the expensive jobs that makes a cheap first-generation car, and some early 958s, less cheap than they look. A test drive that includes parking-lot maneuvers and a highway run is more useful than a straight-line hop down the block.

Air suspension, brakes and bushings

Many 958 and 9Y0 cars have air suspension. Listen for a compressor that runs too often, a corner that sits low after the car has been parked, or a ride that feels already 'crashed' on poor roads. A failed strut or compressor is a large bill. Steel-sprung cars avoid that particular cost. Brakes are large and expensive to refresh; budget for pads, rotors and, on some cars, carbon-ceramic discs that are in a different price world. Control-arm bushings and engine mounts wear in the same way they do on any heavy, quick SUV.

Hybrids, diesels and high-output engines

E-Hybrid 9Y0 (and earlier hybrid 958) cars need a high-voltage system check, battery health, and a shop that will work on them — not every independent will. U.S. diesel 958s come with emissions-system history that you should verify in writing. GTS and Turbo models add heat, tire wear and, on some 9Y0 GTS cars, the same water-pump and vacuum-line concern already noted. Price these trims from their own pages.

What to inspect before you buy

- Cooling system: temperature history if a scan tool is available, residue around the pump and pipes, and any record of vacuum-line or booster work on a 9Y0.
- A tight-turn and speed-bump test for transfer-case shudder and air-suspension complaints.
- Underside for oil, coolant and gearbox seepage; a look at the spare-tire well or cargo floor for moisture.
- Brake pad and rotor measurements, and a clear answer on whether the car has carbon-ceramic discs.
- On E-Hybrids, a high-voltage health check and confirmation that the shop you will use will service the car.
- On diesels, written emissions and campaign history, not just a verbal assurance.
- A VIN recall check (these trucks have had several) and a scan for stored faults, not only a dashboard that is currently dark.

Value pages for this guide

- Cayenne 958 values
- Cayenne 9Y0 values
- Cayenne 9Y0 facelift values
- Cayenne 955/957 values
- All Cayenne values
- Macan vs Cayenne

Questions buyers ask

Why is the overall Cayenne median so low compared with a 9Y0 I am shopping?

Because the overall page includes a large number of older 955/957 and 958 sales. A 9Y0's generation page is the right starting point, and a trim page is better still if you are looking at an S, GTS, Turbo or E-Hybrid.

Should I consider a first-generation 955 or 957 instead?

Only if the price and the inspection both leave room for transfer-case, coolant-pipe and general age-related work. Start with the 955/957 value page, and do not use 958 or 9Y0 figures to price one.

Always verify a specific car with a specialist inspection and a VIN recall check. Figures are a sample of public auction results, not every U.S. sale, and condition, mileage, history and options move any one car. Live values: https://pcarvalues.com/guides/used-cayenne-958-9y0-buyers-guide/