



PORSCHE



The new Porsche Panamera Sport Turismo

Press Kit

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Highlights

Avant-garde design and 4+1 seat concept

1. The new Panamera.

In 2016, Porsche presented the new Panamera sports car saloon. Now, the Sport Turismo introduces a completely new body type.

2. 4+1 seat concept.

The Sport Turismo is the first Panamera with three rear seats (2+1). Two individual seats are available on request.

3. Avant-garde design.

The Panamera Sport Turismo received a completely unique design from the B-pillar back. The powerful shoulders match its sporty character.

4. Versatile luxury class.

The new and, as yet, unique Porsche model is a versatile and practical alternative to the saloons in the luxury segment.

5. Five people and luggage.

Classic transport duties: The Panamera Sport Turismo accommodates five passengers and up to 520 litres of luggage.

6. Room for more.

With the backrests of the rear seats folded down, a flat loading floor can hold up to 1,390 litres.

7. Powerful turbo engines.

V6 and V8 engines with power ranging from 243 kW (330 hp) to 404 kW (550 hp). Available as a petrol engine, diesel or plug-in hybrid.

8. An electric-only range of over 50 kilometres.

The Panamera 4 E-Hybrid Sport Turismo can be driven for up to 51 kilometres solely on electric power with no emissions.

9. E-motor as booster.

The Porsche hybrid strategy uses the e-powertrain to increase performance. The 340 kW (462 hp) hybrid Panamera promises the driving performance of a sports car.

10. Adaptive aerodynamics.

The Panamera Sport Turismo is the first car in its class to feature an adaptive roof spoiler. The aerodynamics system optimises air resistance and increases downforce.

Summary

The Panamera Sport Turismo brings new variety to the luxury segment

The Panamera Sport Turismo sees the birth of a completely new Porsche: Its avant-garde design and body concept bring new variety to the luxury car segment. Following the presentation of the second generation of the Panamera sports saloon with a short and long wheelbase in 2016, the Sport Turismo is the third body version of the model line. The Panamera Sport Turismo is marked by a unique rear section with a large tailgate, low loading edge, increased luggage compartment capacity and a 4+1 seat concept. At the same time, the new Porsche all-rounder offers the combination of comfort and sportiness that has made the Panamera such a worldwide hit since its début in 2009. In the Panamera Sport Turismo, Porsche uses high-torque and efficient six- and eight-cylinder turbo engines. With petrol, diesel and plug-in hybrid drives, the five versions available deliver performance ranging from 243 kW (330 hp) to 404 kW (550 hp). As standard, all Panamera Sport Turismo models feature all-wheel drive Porsche Traction Management (PTM) and the eight-speed Porsche Doppelkupplung (PDK).

Rear-axle steering and anti-roll stabilisation ensure maximum agility

The Sport Turismo draws on all the technical innovations of the Panamera model line. These include the digital Porsche Advanced Cockpit, progressive assistance systems such as Porsche InnoDrive, including adaptive cruise control, chassis systems such as rear-axle steering and the electronic roll stabilisation system Porsche Dynamic Chassis Control Sport (PDCC Sport). Four of the five models also come with adaptive air suspension as standard. This is available as an option on the Panamera 4 Sport Turismo.

All-round sports car with avant-garde design

Just like the coupé-style Panamera sports saloon, the Sport Turismo also boasts very dynamic proportions. It measures 5,049 millimetres in length with a wheelbase of 2,950 millimetres, and the body overhangs are equally short. The Sport Turismo also measures 1,937 millimetres in width and 1,428 millimetres in height (Turbo: 1,432 millimetres). Since it is wider and – despite

its spacious interior – lower than rival luxury saloons in the segment, the large Porsche has an extremely sporty look thanks to its dimensions. The design team under the direction of Michael Mauer gave the Panamera Sport Turismo a completely individual design from the B-pillar back. Based on the Porsche Design DNA, this resulted in a vehicle that is just as charismatic and definitive as the sports saloon. The homogeneous individuality of both models is born of the fact that their design was developed in parallel. For a model with a large tailgate, the Panamera Sport Turismo is particularly characterised by noticeably powerful shoulders. Other features include the stretched roof line and striking window lines. At the rear, the roof drops away much less dramatically than the window line, resulting in sporty and unmistakable D-pillars.

First adaptively extendible roof spoiler in the segment

In the tailgate area, the roof transitions into an adaptive spoiler, which is a key component of the Porsche Active Aerodynamics (PAA). The angle of the roof spoiler is automatically raised to three positions depending on the driving situation and selected vehicle settings, and generates an additional downforce of up to 50 kg on the rear axle. Up to a speed of 170 km/h, the aerodynamic guide element reduces drag at an angle of minus seven degrees, thus optimising fuel consumption. At speeds of over 170 km/h, the roof spoiler automatically slides into the “Performance” position, thus increasing driving stability and lateral dynamics at an angle of one degree. If the optional panoramic roof system is opened, the angle of the roof spoiler changes again – in this case to compensate loss of downforce on the rear axle.

Three seats in the redesigned rear

The new Sport Turismo is the first-ever Panamera to feature three rear seats. The two outside seats take the form of individual seats – in keeping with the model line’s claim for sporty performance with maximum passenger comfort – thereby producing a 2+1 configuration at the rear. As an option, the Panamera Sport Turismo is also available in a four-seat configuration just like the sports saloon with two electrically adjustable individual seats at the rear.

Up to 50 litres more luggage volume – with a maximum of 1,390 litres storage space

The longer and therefore raised roof line at the rear of the Sport Turismo allows for easier entry and exit of the vehicle and ensures even more head clearance. The practicality of the luggage compartment also benefits from the longer roof line; the wide opening, electrically operated tail-gate as standard and a loading edge of just 63 centimetres are also beneficial. When loaded up to the upper edge of the rear seats, the Sport Turismo offers up to 520 litres of storage space, which is around 20 litres more than the sports saloon; the Panamera 4 E-Hybrid Sport Turismo has a total volume of 425 litres. The rear seats can be folded down together or separately in a 40:20:40 configuration with electrically powered unlocking from the luggage compartment. Folding down all the backrests creates a virtually level loading floor. In this case, the storage volume is expanded to up to 1,390 litres when loaded to the roof (Panamera 4 E-Hybrid Sport Turismo: 1,295 litres). This corresponds to an increase of 50 litres.

As an option, Porsche also offers a loadspace management system for the Panamera Sport Turismo. This versatile system for the secure transportation of the widest range of objects has several features, including two rails integrated in the loading floor, four lashing points and a luggage compartment partition net. A free optional extra is a storage package with a luggage net in the passenger footwell and two luggage nets in the luggage compartment. A retractable luggage compartment cover is fitted as standard to prevent passers-by from seeing into the luggage compartment. The luggage compartment is also available with an optional 230 volt electrical socket for charging electrical equipment during the journey. In the rear, two standard USB sockets allow smartphones and tablets to be charged.

Five engines at market launch

The Panamera Sport Turismo is already available to order in several countries. The official market launch in Europe is scheduled for autumn 2017, with the other markets following at the end of November. Porsche will start with five powertrain variants: the Panamera 4 Sport Turismo (243 kW/330 hp), the Panamera 4 E-Hybrid Sport Turismo (340 kW/462 hp), the Panamera 4S Sport Turismo (324 kW/440 hp), the Panamera 4S Diesel Sport Turismo (310 kW/422 hp) and the Panamera Turbo Sport Turismo (404 kW/550 hp).

Exterior

New design language for the luxury class

With the Panamera Sport Turismo, Porsche is introducing an avant-garde touring car to the luxury segment whose triple pillars of dynamics, comfort and versatility represent a unique alternative to the traditional saloon. Following on from the Panamera sports saloon with its optional long or short wheelbase, the new Sport Turismo is now the third model to bring fresh impetus to the luxury segment with its dynamic design. With its completely redesigned rear, the designers in the development centre in Weissach have changed the design impression, the package and the character of the large Porsche. Michael Mauer and the head exterior designer Peter Varga were able to further refine the lines of the concept study presented at the 2012 Paris Motor Show and transfer this to mass production. Numerous elements ensure a powerful design, not least the pronounced shoulders in the style of a sports car. Based on the Porsche Design DNA, a Panamera version was born that is just as homogeneous and definitive as the sports saloon.

The silhouette: Long roof line and striking D-pillar

Just like the Panamera sports saloon, the Sport Turismo is also marked by dynamic proportions and equally powerful and elegant design elements. The new Porsche is 5,049 millimetres long, 1,428 millimetres high (Turbo: 1,432 millimetres), and 1,937 millimetres wide. It features a long wheelbase of 2,950 millimetres between the short body overhangs. As standard, the Panamera 4 Sport Turismo, 4 E-Hybrid Sport Turismo, and the 4S models are fitted with 19-inch rims; the Turbo Sport Turismo comes with 20-inch wheels. As an option, Porsche offers 21-inch wheels for the Sport Turismo.

An elongated window line and equally long roof contour run above the powerful wheel arches and the pronounced shoulders. Together with the polished black painted B-pillar and C-pillar trims, the tinted side windows with heat-insulating glass form a youthful and sharp surface running towards the rear. This is framed by a narrow side window trim, which is finished in black or, for 4S models and higher, chrome. At the rear, the roof drops away much less dramatically than the window line, creating a striking, clear, and unmistakable D-pillar. This is inclined at

an angle that is uncharacteristic for vehicles of this type, thus lending a sports car look in the shoulder area. One characteristic feature shared by all Panamera versions is the air outlet vents in the front wings. On the 4 and 4S models, these are finished in high-gloss black, while on the Panamera Turbo Sport Turismo, they are painted in the car colour.

The roof technologies: Adaptive roof spoiler and panoramic roof system

As an option, Porsche offers the Panamera Sport Turismo with a panoramic roof system. This is the largest sliding roof of its type so far developed by Porsche. The front area of the two-section glass roof can be raised or even fully opened. A continuously adjustable two-piece roll-up blind also protects the passenger compartment from strong sunlight where necessary. A roof transport system is also optionally available for all models. The maximum roof load is 75 kg with or without the panoramic roof system.

In the tailgate area, the roof line transitions into an adaptive spoiler, which is a key component of the Porsche Active Aerodynamics (PAA). The spoiler, which is painted in high-gloss black, reduces air resistance up to a speed of 170 km/h, thus reducing fuel consumption. Above this speed, it increases downforce on the rear axle, which optimises driving behaviour.

This means that the roof spoiler is automatically raised to two positions depending on the driving situation and selected vehicle settings, and generates an additional downforce of up to 50 kg on the rear axle. Up to a speed of 170 km/h, the aerodynamic guide element reduces drag at an angle of minus seven degrees, thus optimising fuel consumption. At speeds of over 170 km/h, the roof spoiler automatically slides into the “Performance” position, thus increasing driving stability and lateral dynamics at an angle of one degree. When in the “Sport” and “Sport Plus” driving modes, the roof spoiler moves to this position at the lower speed of 90 km/h and above. The PAA system also provides active assistance by adapting the roof spoiler’s angle of inclination to 26 degrees when the panoramic sliding roof is open at a speed of 90 km/h or above. In this case, the spoiler helps compensate loss of downforce on the rear axle. If necessary, the roof spoiler can also be manually controlled via Porsche Communication Management (PCM). Active body elements also optimise the aerodynamics of the front section, using active cooling air intakes with variable control in the air intakes.

Rear section: Three-dimensional light strip and low loading edge

The design of the rear is dominated by the roof spoiler, the powerful sports car shoulders, and a horizontal strip containing the “Porsche” logo and the LED rear lights with four-point brake lights. Above this horizontal element, a narrow light strip runs across the entire width of the vehicle, which also makes the Panamera models unmistakable at night. The consistent horizontal layering also emphasises the width of the Panamera Sport Turismo. Under the horizontal strip, the tailgate merges with the bumper and the side body elements. The electrically opening and closing tailgate stretches down to a low loading edge of just 63 centimetres.

The version-specific tailpipes of the exhaust system, which are always finished in brushed stainless steel, and a central diffusor are harmoniously integrated into the rear bumper. The Panamera 4 Sport Turismo and the 4 E-Hybrid Sport Turismo are each characterised by a large tailpipe to the left and right, while the 4S models come with round twin tailpipes. Finally, the Panamera Turbo Sport Turismo is fitted with square twin tailpipes designed specifically for this model. The sports exhaust system, which is optionally available for all models, also comes with round twin tailpipes.

Front: Distinctive wings and bonnet in the Porsche Design DNA

The new Panamera Sport Turismo shares the typical Porsche appearance of the front section with the sports saloon. Both models look very wide from the front. This effect is emphasised by the ratio of the large width of 1,937 mm (without exterior mirrors) to the comparatively low height of 1,428 mm (Turbo: 1,432 mm), and as a result of the A-shaped, outward-facing air intake of the front section. At the same time, a precisely designed crossbar in the radiator grille emphasises the width. The arrow-shaped bonnet with its striking, contoured power dome gives a wide and low look from the front – a design feature from the world of two-door sports cars. To the left and right of the power dome, precisely finished arched wings emerge from the bonnet. And the three different versions of LED main headlights with four-point LED daytime running lights also lend a sense of supremacy.

High-strength chassis structure made from aluminium-steel hybrid construction

As with the sports saloon, Porsche has opted for intelligent lightweight construction for the Sport Turismo. The use of aluminium, boron-alloyed steel and deep-drawn steel as an aluminium-steel hybrid construction ensures that the body of the new Porsche weighs less while simultaneously offering a high level of dynamic torsional rigidity. The use of micro-alloy, high-strength steels and multiphase steels in particular guarantees the best possible values in this regard.

Porsche uses aluminium as standard in body areas subject to less stress. More than 30 per cent of the bodyshell comprises this alloy. For example, the exterior is made from aluminium – including the roof, floorpan assembly, front end, doors, wings, bonnet and tailgate. The high level of material efficiency achieved by the aluminium/steel hybrid construction reduces the overall weight. The result is added agility with lower fuel consumption.

Interior

The first Panamera with a 4+1 seat concept

The Panamera combines high levels of comfort, typical Porsche sportiness and an avant-garde design with high versatility. This makes it an exception in the luxury segment, and represents an alternative for all those for whom the fixed interior structure of a conventional saloon offers too little flexibility. The new Panamera Sport Turismo underlines the unique selling point of the model line with an even more versatile rear. The new model is the first Panamera to leave the Porsche plant in Leipzig with a three-seat rear bench. Two individual seats in the rear are still available as an option. The already generous luggage compartment volume of the sports saloon has now also been enlarged by 20 litres in the Sport Turismo (plus 50 litres when the seats are folded down and the space is loaded up to the roof). The luggage compartment of the five-seater configuration is particularly large, holding up to 520 litres. When loaded to roof height, the luggage compartment volume increases to 1,390 litres.

At the front, the interior of the Sport Turismo is the same as the sports saloon. Again, the new chassis version impresses with details such as a sporting and ergonomic seat position for the driver and passenger, and the standard Porsche Advanced Cockpit including digital instruments, touch-sensitive panels for the climate control functions and the latest generation of the Porsche Communication Management (PCM). With its 12.3 inch touchscreen display in the centre console, the PCM assumes the role of a multifunctional infotainment system. The multi-function steering wheel also comes as standard. In the Panamera, panels, interactive instruments, the PCM and the multi-function steering wheel form the innovative Porsche Advanced Cockpit.

Three seats and generous legroom and headroom in the rear

The visible and tangible differences between the two Panamera models are found in the rear and luggage compartment: The new Sport Turismo is the first Panamera to feature three rear seats. The two outside seats take the form of individual seats – in keeping with the model line's claim for sporty performance with maximum passenger comfort – thereby producing a 2+1 configuration at the rear. This makes the new Porsche a 4+1-seater. As an option, the Panamera Sport Turismo is also available in a four-seat configuration, in this case with two

electrically adjustable individual seats at the rear. The raised roof line of the Sport Turismo allows for easier entry and exit at the rear of the vehicle and ensures greater head clearance. The legroom for the outer rear seats is particularly spacious. Smartphones and tablets can be charged via two standard USB connections in the rear.

Versatility equal to every task

The luggage compartment of the new Sport Turismo is easy to load thanks to the electrically opening tailgate as standard, the 63 centimetre low loading edge and its 92 centimetre wide luggage compartment width between the wheel housings. Even heavy golf bags can easily be stored on the 1,088 millimetre long loading floor. If the Sport Turismo is fitted with comfort access, the tailgate can simply be opened and closed with a foot gesture; the vehicle detects the owner via the key signal.

With the five-seat configuration, the storage volume is 520 litres (Panamera 4 E-Hybrid Sport Turismo: 425 litres). The rear seats can also be folded down completely or separately in a 40:20:40 ratio with electrically powered unlocking from the luggage compartment. When loaded to roof height, the storage volume increases to 1,390 litres (4 E-Hybrid: 1,295 litres). Thus, the sports car is able to assume even challenging transportation duties.

As an option, Porsche also offers a loadspace management system for the luggage compartment of the Panamera Sport Turismo. This versatile system for the secure transportation of all manner of objects includes two rails integrated in the loading floor, four lashing points and a luggage compartment partition net. A retractable luggage compartment cover comes as standard. And if a laptop needs a quick charge en route to a meeting, this can also be done via a 230 volt electrical socket, included in the luggage compartment on request.

Connectivity

Porsche Advanced Cockpit: Digital display and control elements

The Porsche Advanced Cockpit is included in the Panamera Sport Turismo as standard. It is characterised by its high-resolution display and capacitive control elements. The classic tachometer in the centre of the instrument cluster, meanwhile, pays analogue homage to the Porsche 356. The lower section of this analogue instrument contains a digital field, showing information such as the current speed. In the Panamera 4 E-Hybrid Sport Turismo, this instrument also contains the power meter.

To the left and right of the tachometer are two seven inch displays. The left display shows the virtual tachometer, the centre of which displays information from the assistance systems, and in the case of the Panamera 4 E-Hybrid Sport Turismo, additional hybrid-specific information. This instrument is called “Speed & Assist”. To the right of the tachometer is the “Car & Info” display. The driver can use this to customise and view vehicle settings or display information from the on-board computer. Alongside the “Speed & Assist” and “Car & Info” displays, the driver can select from a defined range of options to individually configure two smaller round instruments. The settings for the instruments are operated using the buttons on the multi-function steering wheel.

Porsche Communication Management (PCM)

The switch panel between the driver and passenger is dominated by the 12.3 inch touchscreen display of the Porsche Communication Management (PCM). A sub-area of the home screen can be customised using tiled windows. Operation is based on multi-touch gesture control: As with a smartphone or table, navigation maps, for example, can be rotated in any direction with two fingers. The display also recognises handwriting, which means the driver can simply write the navigation destination on the screen. As soon as a hand nears the PCM, it is detected by a proximity sensor and a sub-menu bar that offers additional context-related functions opens in the left of the display. If a sub-menu contains multiple pages, the user can simply scroll through the pages by swiping just like with a smartphone. On the right-hand side of the display, tiles – or

widgets – can be expanded and customised in a defined layout. These widgets can be configured to show navigation information, for example, or the current playlist as preferred. The widgets therefore enhance the main menu of the PCM with individually customisable displays.

Other features of the PCM include online navigation, mobile phone preparation, voice control and the audio interfaces. As standard, the PCM is linked to a sound system delivering 150 watts. The PCM can also optionally be fitted with a Bose® surround sound system delivering 710 watts (standard with the Turbo Sport Turismo) or a Burmester® 3D high-end surround sound system with a total output of 1,455 watts. Other optional equipment includes the Porsche Rear Seat Entertainment, a CD/DVD autochanger, and digital radio.

Connect Plus and Porsche Connect app as interfaces to the online world

As standard, the Panamera Sport Turismo includes Connect Plus – an interface to the online world. Connect Plus includes the apps and services of Apple® CarPlay including the voice assistant Siri®, Car Connect services, the Connect app services, the Porsche Track Precision app, and navigation and information services. In terms of hardware, it includes an LTE telephone module with a SIM card reader, a smartphone compartment and wireless Internet access. The numerous Car Connect services include Safety Services (breakdown assistance and automatic emergency call), vehicle statistics, vehicle status and car finder, speed fencing and geo-fencing, and the Porsche Vehicle Tracking System (PVTs), which also comes as standard. With speed fencing, the app sends a notification as soon as the vehicle exceeds a defined speed when driven by a third party; with geo-fencing, an alert is sent as soon as the Panamera leaves a specific area. PVTs is a theft detection system with a location and tracking function. Owners of the Panamera 4 E-Hybrid Sport Turismo also have access to remote control of hybrid functions – including battery and charge management. The services are controlled via a smartphone app and, depending on the function, via Apple® Watch.

Connect Plus also offers apps such as “Parking” (search for and check availability of parking spaces), “Fuel prices” (search for fuel stations and check prices), “Dictate messages” (dictate and send an SMS using voice control), “Twitter” (tweets are read out; information is displayed), “Train information”, “Flight information”, “Weather” (current location or destination), “Event info” and “Messages” – all of which can be easily activated as menu items in PCM. The Porsche

Connect app enables the driver to search for the required destination using a smartphone and Google before getting behind the wheel, and then to transfer this saved destination to PCM in the car. Calendar entries and contacts with address information can be displayed, updated and set as destinations in PCM. Alternatively, smartphone photos linked with GPS data can also be used as navigation destinations. The functions of the Porsche Car Connect app are controlled and managed in the car via the PCM. And the Panamera Sport Turismo can also access an almost limitless selection of Internet radio stations and online music via PCM Connect. Songs are streamed using services such as Napster and radio.net. The navigation system also uses real-time traffic information.

Centre console functions configured using Direct Touch Control

The high-resolution, high-end display of the PCM area transitions harmoniously into the black-panel concept of the centre console with a shift-by-wire gear selector gate for the PDK. In the centre console, a control panel with a high-quality glass look and touch-sensitive buttons offers intuitive control of various functions for vehicle and climate control. Even the slats of the central air vents can be electrically adjusted via a sensitive slider function. In combination with the optional four-zone climate control and individual comfort seats, the rear passengers also have access to a seven-inch, high-resolution touchscreen display to control climate and infotainment functions. With the standard 2+1 seat configuration, a control panel is instead situated in front of the centre seat to control the four-zone climate control.

Two sound systems delivering 710 and 1,455 watts respectively

As an option, the Panamera Sport Turismo can be fitted with a Bose® sound system or Burmester® sound system. Key information about the Bose® sound system: 14 loudspeakers including passive subwoofer, 14 amplifier channels and a total output of 710 watts. The corresponding data for the 3D high-end surround sound system from Burmester®: Total output of 1,455 watts, 20 directly controlled loudspeakers and a 400 watt active subwoofer.

Porsche Rear Seat Entertainment

Two 10-inch touchscreens lie at the heart of the optional Porsche Rear Seat Entertainment. These high-resolution, non-reflecting screens (1,920 × 1,200 pixels) attach to the backrests of the front seats and can also be used as tablets away from the Panamera. The sound of the Rear Seat Entertainment is played back via the loudspeakers integrated in the touchscreens, the vehicle sound system or through the Porsche Bluetooth® headphones. A wide range of digital sources can be used: PCM media can be accessed via the SD card, Jukebox, CD/DVD drive and USB stick. Passengers in the rear can also control the radio. Vehicle data can also be displayed, as well as the current navigation route with corresponding additional information. The Porsche Rear Seat Entertainment system can also be used to enter the destination for the PCM navigation system. And the scope of functions is further increased for rear passengers thanks to access to all the products of the Google® Play Store. The Porsche Rear Seat Entertainment system can be controlled via the touchscreens or via PCM. The system uses the Android operating system. It features 32 GB of internal flash memory, which can be extended by means of a microSD card. The touchscreens also feature a camera for conducting video calls and chats.

Performance

Five powertrain versions delivering up to 550 hp

Porsche offers the new Panamera Sport Turismo in five different powertrain versions with power ranging from 243 kW (330 hp) to 404 kW (550 hp). All engines – V6 and V8 – are new developments that were first presented with the second-generation Panamera. The Sport Turismo is available as a petrol engine, diesel and plug-in hybrid. All petrol and diesel engines share an engine concept with an innovative central turbo layout, with the turbo/biturbo systems integrated in the inner V of the cylinder blocks. The direct fuel injectors also have injectors positioned centrally in the combustion chamber. The location of the turbochargers and resulting shorter exhaust paths ensure a very high level of responsiveness of the turbines, while the direct fuel injection with its central injector position delivers optimum combustion combined with enhanced agility and efficiency.

The V6 and V8 petrol engines are also fitted with VarioCam Plus. The system allows the intake and exhaust camshafts to be adjusted (by 50 degrees each) and the valve lift of the intake valves to be activated. Thanks to the variable valve lift and the variable opening times of the intake valves, the system delivers low fuel consumption yet high agility, particularly in the partial load range. The power of the engines is transferred to the two drive axles via an eight-speed Porsche Doppelkupplung (PDK) and the Porsche Traction Management (all-wheel drive PTM). All versions of the Panamera Sport Turismo are also fitted with a start/stop function and coasting mode.

The Panamera 4 Sport Turismo with a 243 kW (330 hp) V6 turbo petrol engine is the entry-level Panamera. The next performance level is the Panamera 4S Sport Turismo with a V6 bi-turbo petrol engine producing 324 kW (440 hp). Porsche offers the Panamera 4 E-Hybrid Sport Turismo with a plug-in hybrid drive (V6 biturbo petrol engine and electric motor) with a maximum system output of 340 kW (462 hp). The most powerful petrol engine is found in the Panamera Turbo Sport Turismo, whose V8 biturbo delivers 404 kW (550 hp). The Panamera 4S Diesel Sport Turismo also uses a V8 biturbo engine producing 310 kW (422 hp).

Even the 243 kW (330 hp) Panamera 4 Sport Turismo with its top speed of 259 km/h accelerates to 100 km/h in 5.5 seconds. Together with the optional Sport Chrono Package including Launch Control, this figure falls to just 5.3 seconds. The Panamera Turbo Sport Turismo is one of the sportiest cars of its class in the world. It has a top speed of 304 km/h, and accelerates to 100 km/h in 3.8 seconds. In combination with the Sport Chrono Package, this falls to just 3.6 seconds.

The Sport Chrono Package is operated via a mode switch with Sport Response button on the steering wheel. The mode switch gives access to the four driving modes of Normal, Sport, Sport Plus and Individual. The Sport Response button is located in the centre of the mode switch. This delivers the maximum possible power potential of the Sport Turismo for 20 seconds with extreme agility: the responsiveness of the engine becomes even more spontaneous, and the eight-speed Porsche Doppelkupplung (PDK) switches to a more dynamic shifting characteristic curve. The Sport Chrono Package can be ordered for all Panamera Sport Turismo models. The Panamera 4 E-Hybrid Sport Turismo is fitted with it as standard. This model also offers the hybrid-specific modes “E-Power” for electric-only driving, “Hybrid Auto” for an automatically controlled mix of V6 engine and electric motor, “E-Hold” to retain the battery charge status and “E-Charge” to charge the battery from the V6 engine during the journey. These functions are selected via the mode switch or the PCM.

Overview of the maximum performance and torque values and top speed and acceleration of all Panamera Sport Turismo models (0–100 km/h: without/with Sport Chrono Package including Launch Control):

Panamera 4 Sport Turismo:

243 kW (330 hp); 450 Nm; 259 km/h; 0–100 km/h in 5.5 s / 5.3 s.

Panamera 4 E-Hybrid Sport Turismo:

340 kW (462 hp); 700 Nm (system values in each case); 275 km/h; 0–100 km/h in 4.6 s.

Panamera 4S Sport Turismo:

324 kW / 440 hp; 550 Nm; 286 km/h; 0-100 km/h in 4.4 s / 4.2 s.

Panamera Turbo Sport Turismo:

404 kW (550 hp); 770 Nm; 304 km/h; 0-100 km/h in 3.8 s / 3.6 s.

Panamera 4S Diesel Sport Turismo:

310 kW (422 hp); 850 Nm; 282 km/h; 0-100 km/h in 4.5 s / 4.3 s.

Powertrain in detail

Powerful and efficient: The engines of the Panamera Sport Turismo

The three-litre V6 petrol engine of the Panamera 4 Sport Turismo produces power of 243 kW (330 hp) between 5,400 and 6,400 rpm. Its maximum torque of 450 Nm is already available at 1,340 rpm and remains constant at this level up to 4,900 rpm. While Porsche employs biturbo systems for the V-engines of the Turbo, 4 E-Hybrid, 4S and 4S Diesel, the extra thrust in the new 330 hp V6 engine is delivered by a single turbocharger. As in the case of the 404 kW (550 hp) Turbo, however, this turbocharger is of the twin-scroll variety which, among other things, maximises the responsiveness of the engine. The twin-scroll option was also chosen with an eye on the efficiency of the 2995 cm³ engine. In the combined New European Driving Cycle (NEDC), the Panamera 4 Sport Turismo consumes 7.9 to 7.8 l/100 km.

The Panamera 4 E-Hybrid Sport Turismo uses two powertrains: a V6 petrol engine and an electric motor. The V6 engine produces its maximum performance of 243 kW (330 hp) between engine speeds of 5,250 to 6,500 rpm. Although the power is identical to that of the V6 in the Panamera 4 Sport Turismo, the engine construction is not identical. The V6 of the 4 E-Hybrid uses twin turbocharging and has a displacement of 2,894 cm³. The system produces its maximum torque of 450 Nm between 1,750 and 5,000 rpm. The electric motor contributes a maximum power of 100 kW (136 hp) and 400 Nm maximum torque. When both powertrains are working together (in “Hybrid Auto” mode), this produces a maximum system output of 340 kW (462 hp) at 6,000 rpm. The system produces its maximum torque of 700 Nm between 1,000 and 4,500 rpm. Combined fuel consumption in the New European Driving Cycle (NEDC) for plug-in hybrid models is 2.6 l/100 km and 15.9 kWh/100 km.

The plug-in hybrid Porsche always starts in electric-only mode, which is virtually silent. The Panamera 4 E-Hybrid Sport Turismo can be used as a local emission-free vehicle (in “E-Power” mode) up to a range of 51 kilometres and up to a speed of 140 km/h. The electrical energy is also used to increase acceleration and the top speed. The high-voltage battery of the Sport

Turismo takes under six hours to reach a full charge using a 230 volt, 10 amp connection. If the Panamera uses the optional 7.2-kW on-board charger and a 230-V, 32-A connection instead of the standard 3.6-kW charger, the battery is fully charged in just 2.4 hours.

The Panamera 4S Sport Turismo is powered by a V6 biturbo engine with a displacement of 2,894 cm³. The six-cylinder engine produces its maximum performance of 324 kW (440 hp) between 5,650 and 6,600 rpm. The 4S produces a consistently powerful 550 Nm of torque through a broad engine speed range of 1,750 to 5,500 rpm. This results in an impressive torque plateau. The combined fuel consumption in the NEDC is 8.3 to 8.2 l/100 km.

The Panamera Turbo Sport Turismo features a V8 petrol engine. Its four-litre biturbo engine has a displacement of 3,996 cm³ producing peak performance of 404 kW (550 hp) between 5,750 and 6,000 rpm. The maximum torque of 770 Nm is achieved between 1,960 and 4,500 rpm. The high power reserves are matched by pure efficiency: The combined consumption of the Panamera Turbo Sport Turismo is 9.5 to 9.4 l/100 km. The most striking technical feature of the V8 biturbo direct fuel injection engine is again the central turbo layout. In this case, the design includes complex twin-scroll turbochargers. The two counter-rotating turbines provide maximum torque values even at the lowest speeds. One particular design highlight and unique selling point of the V8 is the adaptive cylinder control. At partial load ranges, the system temporarily and imperceptibly turns the eight-cylinder engine into a four-cylinder engine. The result is up to 30% less fuel consumption in the four-cylinder phases depending on the power requirements. The activation and de-activation of the cylinders is controlled by the VarioCam Plus with a two-stage valve lift system. To enable this, the valve drive on the cylinders two, three, five, and eight is switched on or off as required. The cylinder shut-off is activated in a speed range of 950 to 3,500 rpm and up to a torque threshold of 250 Nm.

The most powerful diesel so far produced by Porsche for a production model, the Panamera 4S Diesel Sport Turismo, produces 310 kW (422 hp) between 3,500 and 5,000 rpm. The maximum torque of 850 Nm is available throughout a speed range of 1,000 to 3,250 rpm. The V8 engine produces its high power and exceptionally powerful torque from a displacement of 3,956 cm³. The high-pressure direct fuel injection uses a common rail system with a maximum pressure of 2,500 bar. The turbo diesel has a combined consumption of 6.8 to 6.7 l/100 km.

The 4S Diesel also employs twin turbochargers in a central turbo layout. Unlike the petrol engine, the common rail engine is equipped with sequential charging, which allows the eight-cylinder engine to be driven either as a single turbo or biturbo depending on the operating load. At low and medium engine speeds, the entire exhaust gas flow is fed through just one of the two turbochargers, which improves the responsiveness of the engine. Even with only one turbocharger, the V8 diesel achieves its full torque at just 1,000 rpm. The second turbocharger only becomes active at higher engine speeds in order to realise the full power potential. Both turbochargers have variable turbine geometry (VTG).

Standard Porsche eight-speed PDK

All second-generation Panameras, and therefore the Sport Turismo models, have the Porsche Doppelkupplung (PDK) with eight forward gears. The eight-speed PDK enables a very large spread of the gear ratios with maximum comfort and agility, thus further reducing fuel consumption since the seventh and eighth gears are designed as overdrive stages that reduce the engine speed. Every Panamera therefore achieves its top speed in sixth gear. As with all double-clutch transmissions, the eight-speed PDK shifts gears without any traction loss since the next gear shift is already waiting in “standby” mode to be selected in just fractions of a second.

Active all-wheel drive with electronically controlled multi-plate clutch

All Panamera Sport Turismo models deliver their power to the road through Porsche Traction Management (PTM) as standard: an active all-wheel drive system with electronically controlled and map-controlled multi-plate clutch. Tuned to the respective driving situation, the multi-plate clutch optimally distributes the engine force across the front and rear axles. To enable this, the PTM sensors permanently monitor the wheel rotations, the longitudinal and lateral acceleration of the vehicle, and the steering angle. The PTM optimises performance both on dry roads as well as wet roads and snow.

Assistance systems

Innovative systems for more safety and comfort

The new Panamera Sport Turismo features a wide range of standard and optional assistance systems. Among the most important safety systems is the optional Night View Assist, which uses a thermal imaging camera to detect people and larger animals and provides corresponding coloured warnings in the cockpit. The Porsche InnoDrive comfort system with adaptive cruise control is a particularly ingenious feature: Based on three-dimensional, high-resolution navigation data, it calculates, and subsequently activates, the optimum acceleration and deceleration values, gear selections and coasting specifications for the next three kilometres. In doing so, this electronic co-pilot takes corners, gradients and maximum speeds into account. The radar and video sensors detect other vehicles and speed limits and include them in the control process.

Night View Assist can alleviate critical situations in advance

The Night View Assist is available as an option. A thermal imaging camera in the front section detects the infra-red radiation produced by all living things. Based on this information, a control unit calculates a “thermal difference image” and displays the results in the right display (“Car & Info”) of the Porsche Advanced Cockpit. This is a black-and-white image. As soon as the thermal imaging camera detects people or animals, they are clearly shown in yellow. The driver intuitively recognises these colour changes as an advance warning.

If the system identifies a dangerous situation, the marking switches to red. At the same time, a symbol with a “pedestrian warning” or “animal warning” appears in the “Speed & Assist” display instrument (left of the tachometer). The system is therefore able to distinguish between people and animals, which is important because wild animals in particular are unpredictable. The system also issues a sound warning. If the Sport Turismo has been fitted with the LED Matrix headlights (PDLS Plus) available on request, pedestrians who are classified as being in danger are flashed briefly three times using the Matrix Beam function of the headlights (pedestrians

rarely notice this flash function). This makes them significantly more identifiable during the braking or swerving manoeuvre. Unnoticeable to the driver, the brakes are also prepared in advance to decelerate the Porsche as fast as possible.

The Night View Assist is active up to a speed of 250 km/h. In urban areas, the “animal warning” is automatically deactivated to prevent false notifications – for example, a dog on a lead. Technical heat sources such as the engine of a parked car are not detected by the Night View Assist.

Porsche InnoDrive including adaptive cruise control anticipates the road

Porsche InnoDrive with adaptive cruise control is a particularly ingenious feature: Using the navigation data, it calculates the optimum acceleration and deceleration values for the next three kilometres, and activates them via the engine and the eight-speed PDK as well as the brake system. In doing so, the electronic co-pilot takes corners, gradients and maximum speeds into account. It detects the current traffic situation using a radar and video sensors and adjusts the control process accordingly. Exclusively developed by Porsche, InnoDrive improves efficiency. The predictive navigation data enables vehicle functions such as coasting, trailing throttle fuel cutoff, cylinder shut-off (Panamera Turbo Sport Turismo) and braking interventions to be controlled more efficiently than ever before, which in turn saves fuel.

Porsche InnoDrive also offers clear benefits in terms of comfort and dynamics when using the adaptive cruise control system. The system even recognises roundabouts, and adjusts the vehicle speed to match the circumstances ahead. When “Sport” mode is activated, InnoDrive switches to a dynamic map. As with the classic distance regulator, the radar-video sensors also monitor the distance to the traffic ahead and permanently adjusts this distance accordingly.

Adaptive cruise control increases comfort and safety on the motorway

When the latest Panamera was launched in the middle of last year, the functions and performance of the adaptive cruise control system were vastly improved: Instead of just one radar sensor (normally integrated in the centre of the front section), two are now used in the second-generation Panamera; these are positioned to the left and right in the bumper. The adaptive

cruise control system also uses information from the camera sensors. These improvements mean the distance to the traffic ahead is monitored more reliably; vehicles crossing in front from a neighbouring lane are also detected much earlier than before. If necessary, the system brakes the vehicle until stationary. Thanks to a stop-and-go function, the Panamera also pulls off again automatically. If it is stopped for longer than three seconds, a short tap on the accelerator pedal or a restart via the control stalk is needed to move off again. The automatic distance control is active between the speeds of 30 and 210 km/h. Where possible, the system also makes use of the coasting function (engine in neutral, open clutch) to further reduce fuel consumption.

Lane Change Assist offers clear safety benefits

Lane Change Assist uses two radar sensors in the rear bumper to detect the distance to and speed of vehicles approaching from behind in the adjacent lane. If both values are deemed critical, a visual warning is shown in the relevant exterior mirror. This greatly reduces the risk of overlooking another vehicle in the blind spot. The system detects vehicles at a distance of up to 70 metres and can be activated between speeds of 15 and 250 km/h.

Lane Keeping Assist including traffic sign recognition

Lane Keeping Assist is designed to reduce the risk of leaving the lane unintentionally – one of the most common causes of accidents on country roads. The system used in the Panamera Sport Turismo recognises road markings via a camera in the windscreen, and is active between speeds of 65 and 250 km/h. If the driver leaves the lane without using the indicator, the vehicle automatically counter-steers via the electromechanical control. An acoustic and visual warning in the instrument cluster can also be activated via the PCM. One of the components of the system is traffic sign recognition, which uses the same camera as the Lane Keeping Assist.

Chassis and chassis systems

Wide balance between performance and comfort

In keeping with the overall concept of the Panamera Sport Turismo, the chassis also combines the ride comfort of a luxury saloon with the performance of a sports car. This is achieved by a range of innovative chassis systems that supplement the superior basic layout: with rear-axle steering, Porsche has brought the steering precision and handling of a sports car to the luxury segment. The wealth of chassis systems also include adaptive air suspension with three-chamber technology including the electronic damper control PASM (Porsche Active Suspension Management), Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus) and electromechanical steering. The integrated Porsche 4D Chassis Control also analyses and synchronises all chassis systems in real time, thus optimising the handling of the Panamera Sport Turismo.

Compared to the sports saloon, the new Panamera Sport Turismo allows an even higher load weight. Porsche has therefore adjusted the brake system of the new model, and increased the size of the brake discs on all versions: The front brake disc diameter is 390 millimetres, while the rear disc measures 365 millimetres. For the Panamera Turbo Sport Turismo, the discs measure 410 millimetres (front) and 380 millimetres (rear). As with the sports saloon, the Sports Turismo can also be ordered with the Porsche Ceramic Composite Brake (PCCB), which has been tried and tested on the race track. Some 50 per cent lighter, the diameter of these extremely durable discs is 420 millimetres (front) and 410 millimetres (rear).

Balanced and tuned axle concept as the basis

At the front of the Panamera Sport Turismo, Porsche uses a double-wishbone suspension with forged aluminium wishbones and hollow cast aluminium lightweight pivot bearings. The axle and elastokinematics ensure optimum agility and precision, while maintaining a high level of comfort. Comfort is further improved by a large-volume, hydraulically damped elastomer bearing on the lower wishbone. The anti-roll bar link on the pivot bearing also enables the use of monotube dampers, which optimise comfort. A screwed aluminium subframe in combination with the electromechanical steering also ensures excellent driving dynamic properties and agile handling.

The rear axle uses a lightweight multi-link suspension with forged upper aluminium wishbones and hollow-cast lower aluminium wishbones. Again, the optimised axle and elastokinematics ensure maximum agility and precision with very high levels of comfort. The kinematics also enables the integration of rear-axle steering and the electromechanical PDCC Sport as well as the adaptive air suspension.

Rear-axle steering makes the Sport Turismo as manoeuvrable as a compact car

Porsche also offers optional rear-axle steering for the Panamera Sport Turismo. At low speeds of up to around 50 km/h, the rear wheels steer in the opposite direction to the front wheels – variable across the vehicle speed – up to a maximum steering angle of 2.8 degrees. This is known virtual wheelbase shortening. The advantages include more dynamic cornering and significantly improved manoeuvring and parking in tight spaces. At speeds above around 50 km/h, the rear wheels turn in the same direction as the front axle depending on the on the speed. This provides a virtual wheelbase extension, and therefore increased driving stability when changing lanes on the motorway, for example. The rear-axle steering of the Panamera optimises active safety and driving dynamics, as well as comfort thanks to the reduced steering-angle requirements at low speeds. The use of rear-axle steering also enables a significantly more direct steering ratio on the front axle.

Integrated Porsche 4D Chassis Control

Porsche has developed a centrally connected control system for the chassis: 4D Chassis Control. Previously, the chassis systems worked largely independently of each other, used their own sensors and responded to the other systems. Porsche 4D Chassis Control analyses the current driving situation centrally in all three dimensions (longitudinal, lateral and vertical acceleration), uses these findings to calculate optimum information about the driving status, and makes this information available to all chassis systems uniformly and in real time – creating a fourth dimension in chassis control. As a result, the systems are able to respond to the imminent driving situation in an integrated manner.

Porsche Active Suspension Management (PASM)

The standard Porsche Active Suspension Management (PASM) is an electronic shock absorber control. It responds to the road conditions and the driving style, and continuously adjusts the damping for each wheel based on this data. Three driving modes are available: “Normal”, “Sport” and “Sport Plus”. The PASM functions as follows: Sensors monitor the body movements such as those that occur during heavy acceleration, braking, fast cornering, or on uneven road surfaces. The PASM then sends the captured data to the Porsche 4D Chassis Control. This new command centre calculates the current road condition and regulates the damping hardness of the PASM depending on the driving mode. The 4D Chassis Control also coordinates the control parameters of the other electronic chassis systems. The tangible result is increased driving stability, performance and comfort. And the potential of the PASM is even greater in combination with the adaptive air suspension: Since both the damper characteristics and the spring rates can be varied and combined in this case, there is an even greater spread between sportiness and comfort.

Adaptive air suspension with PASM

Four of the five versions of the new Panamera Sport Turismo are fitted with three-chamber air suspension as standard; the air suspension is optionally available for the Panamera 4 Sport Turismo. In terms of comfort levels in particular, the adaptive air suspension sets new benchmarks. It has been vastly overhauled compared to the air suspension of the first-generation Panamera. The current system has three instead of two switchable air chambers per spring strut and around 60 per cent greater air volume. This enables a considerably larger spread of the spring rates. The chassis can be set to a lower basic spring rate for increased comfort, as the spring rate can be changed electronically in a fraction of a second where necessary – for example, during acceleration and braking or to reduce rolling motion.

The air suspension also offers the familiar advantages of the self-levelling function. In addition to the Normal Level, the system also offers a Lift Level and Low Level. The lift level raises the chassis by 20 millimetres, which can help to prevent damage to the front spoiler, for example,

when entering underground car parks. The Low Level lowers the front axle by 28 millimetres and the rear axle by 20 millimetres to perfect the vehicle position on the road at high speeds and improve the aerodynamics.

Active anti-roll stabilisation PDCC Sport including PTV Plus

In the Panamera Sport Turismo, the Porsche Dynamic Chassis Control Sport (PDCC Sport) optimises the vehicle dynamics thanks to the integration of electromechanical anti-roll bars. The system reacts significantly quicker than systems with hydraulic actuators and stiffens the anti-roll bars to prevent rolling of the body. This active anti-roll stabilisation bridges the gap between the Panamera and sports cars of the calibre of the 911.

In the Panamera, Porsche combines PDCC Sport with Porsche Torque Vectoring Plus (PTV Plus). The electronically controlled rear differential lock of the PTV Plus ensures variable drive torque distribution between the rear wheels, while selective wheel braking interventions generate additional steering torque on the rear axle. The result of this is even more agile steering behaviour. In addition, PTV Plus delivers a noticeably higher level of traction when accelerating out of bends through targeted use of the differential lock. In terms of driving dynamics, the combination of both technologies – PDCC Sport and PTV Plus – puts the Panamera in a class of its own in the field of large saloons.

Standard equipment

Four of five performance classes with air suspension as standard

Traditionally, Porsche does not offer its models in classic equipment versions. Instead, the standard equipment and specific individualisation are linked to the respective engine size. One example is the three-chamber air suspension, which is standard equipment for the 4 E-Hybrid, 4S models and the Turbo, but an optional feature for the Panamera 4 Sport Turismo. The performance classes of the new Panamera Sport Turismo are easy to recognise from the external appearance – at least for vehicles with the engine-specific standard equipment.

Exterior: Wheels, tailpipes and add-on parts indicate the performance

On the outside, the engine versions of the Panamera Sport Turismo are distinguished by various features including the wheels and brakes, the tailpipes of the exhaust system, and the body add-on parts and trim strips. Other identifying features include the respective model designations, if the Sport Turismo was ordered with this.

Wheels and brakes: As standard, the Panamera 4 Sport Turismo and 4 E-Hybrid Sport Turismo are fitted with 19 inch wheels (“Panamera” design). The brake callipers of the petrol engine model are painted in Black, while those of the hybrid version are Acid Green. The 4S models also leave the factory with 19 inch rims (“Panamera S” design). As well as their own rim design, the 4S models also have brake callipers in Titanium Grey. The Turbo Sport Turismo is fitted with 20 inch wheels as standard (“Panamera Turbo” design) and red brake callipers.

Tailpipes: The brushed stainless steel tailpipes also indicate the engine size. The Panamera 4 Sport Turismo and the 4 E-Hybrid Sport Turismo are each characterised by a single tailpipe to the left and right, while the 4S models come with round twin tailpipes. Finally, the Panamera Turbo Sport Turismo is fitted with square twin tailpipes designed specifically for this model.

Add-on parts and trim strips: One characteristic feature shared by all Panamera versions is the air outlet vents in the front wings. On the 4 and 4S models, these are finished in high-gloss Black, while on the Panamera Turbo Sport Turismo, they are painted in the car colour. The 4 Sport Turismo and 4 E-Hybrid Sport Turismo have side window trims painted in Black. The 4S models and Turbo, however, have side window trims in high-gloss Silver.

Furthermore, all Panamera Sport Turismo models have LED main headlights (including the Porsche Dynamic Light System / PDLs for the Turbo), four-point LED daytime running lights, three-dimensional LED rear lights with integrated four-point brake lights and light strip, automatic headlight activation including Automatic Coming Home lights, and courtesy lighting in the mirror housings.

Exterior functional equipment: Tailgate always opens and closes electronically

From a functional perspective, the standard equipment includes a rain sensor for the windscreen wipers at the front, electrically folding and automatically dimming exterior mirrors as well as the electrically opening and closing tailgate. In addition, the front and rear of the vehicle are equipped with ParkAssist, which provides visual and acoustic warnings of obstacles encountered when parking and manoeuvring. Another practical detail makes it easier to get into or out of the passenger compartment: the stepless door positioning. Instead of opening to defined positions, as is normally the case, the doors are held at the exact angle at which they were opened, thereby delivering effective protection against car parking damage.

Safety equipment: Eight airbags and active bonnet

As well as the crash-optimised body, the combination of additional passive safety systems also ensures the maximum level of protection in the Panamera Sport Turismo. The Porsche Side Impact Protection System offers added safety along the side of the car. This consists of side impact protection elements in the doors and thorax airbags integrated into the seat side bolsters of the front seats.

The side impact protection system is completed with curtain airbags to cover the complete roof frame and the side windows. At the front are the classic full-size airbags and a knee airbag each for the driver and passenger. In total, the Panamera Sport Turismo therefore has eight standard airbags (rear side airbags are also offered as optional equipment). ISOFIX mounts in the rear ensure the secure attachment of child seats (also optionally available on the front passenger seat). Pedestrians are protected by an active bonnet.

Interior: Leather, advanced cockpit and Connect Plus as standard

The Panamera 4 Sport Turismo, 4 E-Hybrid Sport Turismo, and the 4S models are fitted with partial leather seats as standard while the Panamera Turbo Sport Turismo comes with a full leather interior.

The Porsche Advanced Cockpit with touch-sensitive panels (Direct Touch Control, e.g. for air-conditioning functions) and individually configurable displays come as standard. The interactive cockpit comprises two seven-inch displays and an analogue tachometer. A 12.3-inch touchscreen in the centre console acts as the central control and display element of the Porsche Communication Management (PCM). A multi-function steering wheel is also provided as standard. The panels, interactive cockpit, PCM and multi-function steering wheel all combine to form the new Porsche Advanced Cockpit. One of the standard functions of the PCM is the Porsche Vehicle Tracking System (PVTs). If the Panamera is stolen, the vehicle can be located via PVTs; in the case of theft, the Porsche notifies the alarm centre automatically.

Other standard interior features include the new 2+1 seating system in the rear, a keyless start system, the self-dimming interior mirror, two-zone climate control, cruise control, and heated seats in the front (4S models) or front and rear (Turbo). The front seats have electrically powered eight-way adjustment for height settings and fore/aft adjustment as well as the seat and backrest angle. The Turbo features 14-way seat adjustment with cushion softness setting, four-way lumbar settings, and a memory function (which includes settings for the steering column, exterior mirrors and other vehicle settings).

Special features

Extensive customisation options

With Porsche Exclusive equipment and various individual offerings, the personal customisation options for the Panamera Sport Turismo are almost endless. This high-level of individualisation at manufacturer level has been a particularly exclusive Porsche service for decades. With the Exclusive programme, for example, customers can, in theory, choose any conceivable exterior colour. The individualisation options shown below, however, use preconfigured colours, interior designs, leather and equipment.

16 exterior colours, twelve interior colour palettes, six packages

The 16 exterior colours comprise the two standard paints Black and White, the four special colours Carmine Red, GT Silver Metallic, Amethyst Metallic and Chalk, as well as eight additional Metallic tones: Carrara White, Deep Black, Volcano Grey, Rhodium Silver, Sapphire Blue, Midnight Blue, Agate Grey, and Mahogany.

The exterior paints are complemented with twelve different interior colour palettes and leathers. These include the four mono-tones Black and Agate Grey (standard), Marsala and Saddle Brown (standard in the Turbo), and the six two-tones Black/Bordeaux Red, Marsala/Creme, Black/Chalk, Saddle Brown/Luxor Beige, Black/Saddle Brown, and Black/Luxor Beige. The two Club leather colours Truffle Brown and Cohiba Brown are also available.

Six packages form the basis for the additional interior individualisation: the “interior package black”, the “interior package painted”, the “interior package leather”, the “interior aluminium”, the “interior carbon” and the “interior wood”. The trims of the switch panel and doors plus a design element in the centre console are also painted or finished in leather, carbon, aluminium or wood in any of the chosen standard or special colours. The wood is available in “Dark Burr Walnut”, “Anthracite Birch”, “Amber” or “Palado”. The multi-function steering wheel can also be ordered in leather/carbon or leather/wood; in both cases, the steering wheel comes with heating. The roof lining, sun visors and roof columns can be ordered in Alcantara.

Overview of other optional equipment details (selection):

Engine

- Sport Chrono Package (standard with 4 E-Hybrid)
- Sports exhaust system
- Sports tailpipes
- 90 litre fuel tank (standard with Turbo)

Chassis

- Power Steering Plus
- Adaptive air suspension incl. Porsche Active Suspension Management (PASM) (standard with 4 E-Hybrid, 4S models, Turbo)
- Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus)
- Rear-axle steering including Power Steering Plus

Brake system

- Porsche Ceramic Composite Brake (PCCB)

Wheels

- 19-inch Panamera wheels (standard with 4 and 4 E-Hybrid)
- 19-inch Panamera S wheels (standard with 4S models)
- 20-inch Panamera Turbo wheels (standard with Turbo)
- 20-inch Panamera Design wheels
- 21-inch 911 Turbo Design wheels
- 21-inch Exclusive Design wheels
- 21-inch Panamera SportDesign wheels

Exterior

- Metallic paint (standard with Turbo)
- Special colours
- Individual paint
- Side window trims in Silver (high-gloss) (standard with 4S models, Turbo)
- Side window trims in Black (high-gloss)
- SportDesign package

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- SportDesign package painted in Black (high-gloss)
 - SportDesign sideskirts
 - Air outlet trims painted (standard with Turbo)
 - Air outlet trims painted in Black (high-gloss) (standard with 4, 4 E-Hybrid, 4S models)
 - Door openers painted in black (high-gloss)
 - Electrically extendible towbar system

Light and visibility

- LED main headlights including Porsche Dynamic Light System (PDLS) (standard with Turbo)
- LED Matrix main headlights including PDLS Plus
- LED rear lights including tinted light strip
- Ambient lighting
- Automatically dimming exterior mirrors (standard with 4S models, Turbo)

Air conditioning and glazing

- Four-zone climate control
- Panoramic roof system
- Privacy glazing
- Thermally and noise insulated glass
- Thermally and noise insulated glass including privacy glazing
- Electric roll-up sunblinds on rear side windows
- Heated steering wheel
- Engine-independent heating with remote control
- Auxiliary air conditioning (standard with 4 E-Hybrid)
- Ioniser (to improve air quality in the passenger compartment)

Seats

- Driver memory package
- Comfort seats at the front (14-way, electrically powered) with memory package (standard with Turbo)
- Adaptive Sports Seats at the front (electric 18-way adjustment) with memory package
- Comfort individual seats in the rear (8-way, electrically powered) with memory package
- Heated seats (front) (standard with 4S models)
- Heated seats (front and rear) (standard with Turbo)

- Seat ventilation (front)
- Seat ventilation (front and rear)
- Massage function (front)
- Massage function (front and rear)

Safety

- ISOFIX mounting points for child seat on front passenger seat
- Rear side airbags

Comfort and assistance systems

- ParkAssist including reversing camera
- ParkAssist including Surround View
- Lane Change Assist
- Lane Keeping Assist including traffic sign recognition
- Adaptive cruise control
- Porsche InnoDrive including adaptive cruise control
- Night Vision Assist
- Comfort access (keyless opening and closing) (standard with Turbo)
- Soft-close doors
- HomeLink® (garage door opener)

Audio and communication

- BOSE® Surround Sound System (standard with Turbo)
- Burmester® 3D High-End Surround Sound System
- Six-disc CD/DVD autochanger
- Digital radio
- Porsche Rear Seat Entertainment

Luggage compartment and storage

- Luggage compartment management
- 230 volt electrical socket in the luggage compartment
- Storage package (free optional extra)
- Ski bag

Fuel consumption and emissions

Panamera 4 Sport Turismo: Urban fuel consumption 10.0–9.9 l/100 km, extra-urban 6.7–6.6 l/100 km, combined 7.9–7.8 l/100 km; CO₂ emissions: 180–178 g/km

Panamera 4 E-Hybrid Sport Turismo: combined fuel consumption 2.6 l/100 km; CO₂ emissions 59 g/km; energy consumption 15.9 kWh/100 km;

Panamera 4S Sport Turismo: Urban fuel consumption 10.4–10.3 l/100 km, extra-urban 6.9–6.8 l/100 km, combined 8.3–8.2 l/100 km; CO₂ emissions: 189–187 g/km

Panamera Turbo Sport Turismo: Urban fuel consumption 13.1–12.9 l/100 km, extra-urban 7.4–7.3 l/100 km, combined 9.5–9.4 l/100 km; CO₂ emissions: 217–215 g/km

Panamera 4S Diesel Sport Turismo: Urban fuel consumption 7.9 l/100 km, extra-urban 5.9–5.8 l/100 km, combined 6.8–6.7 l/100 km; CO₂ emissions: 178–176 g/km