



PORSCHE



Panamera Turbo S E-Hybrid Sport Turismo

Press Kit

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Fuel consumption and emissions

Panamera Turbo S E-Hybrid Sport Turismo: Combined fuel consumption 3.0 l/100 km;
combined energy consumption 17.6 kWh/100 km; CO₂ emissions combined 69 g/km

Highlights

Combination of performance, efficiency and everyday practicality

New flagship of the model line.

With the power of two engines, the 500-kW (680-hp) Panamera Turbo S E-Hybrid Sport Turismo takes over the top position in the Sport Turismo model line.

Accelerates like a 911.

The plug-in hybrid drive delivers torque of 850 Nm, taking the Sport Turismo to 100 km/h in 3.4 seconds.

Inspired by the 918 Spyder.

The boost strategy was adapted from the 918 Spyder super sports car; the electric drive is not only energy-efficient, but also provides additional thrust.

Sustainable use of energy.

Consumption in the New European Driving Cycle (NEDC) for the Panamera Turbo S E-Hybrid Sport Turismo of 3.0 l/100 km for fuel and 17.6 kWh/100 km for electric power.

Emission-free local driving.

With an electric range of up to 49 kilometres (based on the NEDC), the Panamera Turbo S E-Hybrid Sport Turismo can be driven locally with zero emissions.

Extensive equipment.

The top model features a significantly extended range of standard equipment, including air suspension, ceramic brakes, 21-inch wheels, an active chassis and a Bose® sound system.

Avant-garde design.

The Panamera Sport Turismo received a completely unique design from the B-pillar back and provides a versatile and practical alternative to the saloons in the luxury segment.

4+1 seat concept.

The Panamera Turbo S E-Hybrid Sport Turismo is equipped with three rear seats (2+1 concept) as standard. Two individual seats in the rear are available on request.

Summary

Panamera Turbo S E-Hybrid crowns the Sport Turismo line

Porsche combines unique design and excellent utility value with extraordinary performance and maximum efficiency, as a powerful plug-in hybrid drive is now being added to the Panamera Sport Turismo model line. In the new Panamera S E-Hybrid Sport Turismo, Porsche combines a powerful four-litre V8 engine (404 kW/550 hp) with a virtually silent electric motor (100 kW/136 hp), resulting in a system power of 500 kW (680 hp). The maximum torque of 850 Nm is already available once the car reaches just above idle speed. The plug-in hybrid drive accelerates from zero to 100 km/h in 3.4 seconds and reaches a top speed of 310 km/h. Average consumption in the New European Driving Cycle (NEDC) is 3.0 l/100 km for fuel and 17.6 kWh/100 km for electric power. The most powerful Sport Turismo can be driven for up to 49 kilometres solely on electric power, therefore producing zero local emissions. It is not just the balance between performance and efficiency that makes the Panamera Turbo S E-Hybrid Sport Turismo unique in its segment; its spatial concept, including a large tailgate, low loading edge, increased luggage compartment volume and a 4+1 seating configuration, means that the new flagship of the model line offers a high standard of everyday practicality.

Zero to 100 km/h in 3.4 seconds and a top speed of 310 km/h

The Panamera Turbo Sport Turismo already offers exceptional performance combined with a high level of everyday practicality, as proven by the fact that it won the "Golden Steering Wheel" award – one of the most important European automotive awards – in the "sports cars" category. Now, Porsche is upping the ante once again: As is already the case with the Panamera sports saloon, a plug-in hybrid now heads up the Sport Turismo model line, once again demonstrating the huge performance potential of hybrid technology: The boost strategy used in the series-production all-wheel drive Panamera Turbo S E-Hybrid Sport Turismo has been adapted from the Porsche 918 Spyder super sports car. Even at 1,400 rpm, the V8 biturbo and the electric motor deliver the maximum system torque of 850 Nm. The decoupler integrated into the hybrid module is electromechanically actuated via an Electric Clutch Actuator. The result is fast response times and a high level of comfort. A fast-shifting, eight-speed Porsche Doppelkupplung (PDK) is used to transmit power to the standard adaptive all-wheel drive system, Porsche Traction Management (PTM). The E-Performance drive allows the vehicle to

sprint from zero to 200 km/h in 11.9 seconds. The top speed is 310 km/h. This performance does not come at the expense of sustainability: The new Panamera Turbo S E-Hybrid Sport Turismo can be powered solely by the electric motor up to a speed of 140 km/h, meaning it can be driven locally with zero emissions. When the battery is at a normal state of charge, the most powerful Sport Turismo automatically starts in electric mode. As soon as the maximum electric range is exceeded, the Panamera activates hybrid mode. The lithium-ion battery has an energy content of 14.1 kWh and can be recharged within 2.4 to 6 hours, depending on the charger and power connection.

Extravagant design, adaptive roof spoiler and 4+1 seating concept

The Turbo S E-Hybrid Sport Turismo offers all of the innovations of the second generation of the Panamera. These include the digitalised Porsche Advanced Cockpit, ground-breaking assistance systems such as Porsche InnoDrive including adaptive cruise control, and optional rear-axle steering. The standard roof spoiler is unique in the Panamera Sport Turismo segment. Its pitch is set to one of three different angles depending on the driving situation and the selected vehicle settings. It also generates additional downforce of up to 50 kilograms on the rear axle. Up to a speed of 170 km/h, the aerodynamic guide element – a system component of the Porsche Active Aerodynamics (PAA) – stays in its retracted position at an angle of minus seven degrees to follow the roof line, which slopes to the rear. Above 170 km/h, the roof spoiler automatically moves to the performance position with an angle of plus one degree, thereby increasing driving stability and lateral dynamics. When in the Sport and Sport Plus driving modes, the roof spoiler automatically swivels into the performance position at speeds of 90 km/h upwards. PAA also provides active assistance by adapting the spoiler's angle of inclination to plus 26 degrees as soon as the optional panoramic sliding roof is opened at a speed of 90 km/h or above. This compensates for turbulence, thereby reducing noise.

Conceptually, the top-of-the-line model also offers all of the advantages of the new Sport Turismo line resulting from the avant-garde design. The roof line of the Sport Turismo, which is raised in comparison to the sports saloon, allows for easier entry and exit at the rear of the vehicle and ensures greater head clearance. The usability of the luggage compartment benefits from the wide opening tailgate, which is electrically operated as standard, and a loading edge height of just 632 millimetres. Like all Sport Turismo models, the Panamera Turbo S E-Hybrid comes with three rear seats as standard. 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. Two electrically adjustable individual seats for the rear can also be ordered as an option. When loaded to the upper edge of the rear seats, the Panamera Turbo S E-Hybrid Sport Turismo offers a storage volume of 425 litres. The backrests of the three rear seats can be folded down together or individually (in a 40:20:40 split) and are unlocked electrically from the luggage compartment. In this case, the loading volume is increased to up to 1,295 litres.

Extensive standard equipment including ceramic brakes

The range of standard equipment in the Porsche Panamera Turbo S E-Hybrid Sport Turismo is extensive: For example, it comes as standard with electric Porsche Dynamic Chassis Control Sport (PDCC Sport) roll stabilisation including the Porsche Torque Vectoring Plus (PTV Plus) rear differential lock, the high-performance Porsche Ceramic Composite Brake (PCCB) braking system, 21-inch alloy wheels in a 911 turbo design, Power Steering Plus, the Sport Chrono Package and auxiliary air conditioning. As with all Panamera Sport Turismo models that deliver more than 324 kW (440 hp) of power, the new top-of-the-line model also features adaptive three-chamber air suspension including Porsche Active Suspension Management (PASM) for a broad balance between a high level of driving dynamics and driving comfort.

Plug-in hybrid and all-wheel drive

Highest level of hybrid performance

Following in the tracks of the Panamera 4 E-Hybrid Sport Turismo, which is powered by a V6 biturbo engine and an electric motor, Porsche is once again showcasing the huge performance potential of hybrid technology in the Panamera Turbo S E-Hybrid Sport Turismo. In this top model in the line, Porsche combines a 100-kW (136-hp) electric motor with a 404-kW (550-hp) V8 biturbo engine. With the electric motor and the engine working in tandem, the car has a system power of 500 kW (680 hp) and 850 Nm of system torque at its disposal. The boost strategy deployed in the drive was taken from the 918 Spyder: The electric drive not only delivers exceptional energy efficiency, but also additional thrust – creating an additional electric turbo that enables Porsche to rightfully position the Panamera sports car in the same class as its large touring counterparts.

Electric Clutch Actuator and fast-shifting eight-speed PDK

The electric motor and the V8 engine are connected via a decoupler in the Porsche hybrid module. This electromechanically actuated Electric Clutch Actuator (ECA) guarantees fast response times and exceptional comfort. The eight-speed Porsche Doppelkupplung (PDK) is used to transmit power to the standard adaptive all-wheel drive system Porsche Traction Management (PTM). The plug-in hybrid drive enables the new top model to reach 100 km/h in 3.4 seconds. The top speed of the most powerful Sport Turismo is 310 km/h.

Liquid-cooled lithium-ion battery

The electric motor is supplied with power via a liquid-cooled lithium-ion battery with an energy content of 14.1 kWh. The high-voltage battery integrated in the rear is fully charged within six hours at 10 A via a 230-V connection. If the Panamera Sport Turismo 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 charging process can also be started using a timer via Porsche Communication Management or the Porsche Connect app (for smartphones and Apple® Watch). Moreover, the Panamera Turbo S E-Hybrid Sport Turismo is fitted with auxiliary air conditioning to cool or heat the passenger compartment even during charging using energy from the power grid.

Start with “E-Power” and A+ energy efficiency class in Germany

The Panamera Turbo S E-Hybrid Sport Turismo starts in the electric “E-Power” mode as standard. The Porsche therefore drives up to 49 kilometres locally with zero emissions. When a specific pressure point is passed in the accelerator pedal, or when the battery charge level drops below a minimum value, the Panamera switches to “Hybrid Auto” mode, at which point the power from both the electric motor and the engine is available. Consumption in the New European Driving Cycle (NEDC) for plug-in hybrid models amounts to 3.0 l/100 km for super-grade petrol (equivalent to 69 g/km of CO₂) and 17.6 kWh/100 km for electric power. The fact that the Porsche Panamera Turbo S E-Hybrid Sport Turismo has been awarded Germany's top energy efficiency class of A+ proves how efficiently the car converts energy into motion.

“Hybrid Auto” mode allows most efficient operation

The Sport Chrono Package, including the mode switch integrated into the steering wheel, forms part of the standard equipment on the Panamera Turbo S E-Hybrid Sport Turismo. The mode switch and the Porsche Communication Management system are used to select the various driving modes. These modes include the familiar “Sport” and “Sport Plus” modes from the other Panamera models equipped with the Sport Chrono Package. The hybrid-specific modes are “E-Power”, “Hybrid Auto”, “E-Hold” and “E-Charge”.

E-Power In “E-Power” mode, the Panamera Turbo S E-Hybrid Sport Turismo drives up to 49 kilometres on electricity alone for emission-free local journeys.

Hybrid Auto The “Hybrid Auto” mode is a completely new development. When this mode is selected, the Panamera changes and combines the drive sources automatically for ultimate efficiency.

E-Hold The “E-Hold” mode allows drivers to consciously conserve the current state of charge to enable them to switch to electric mode and therefore drive with zero emission – when arriving in an environmental zone, for instance.

- E-Charge** In “E-Charge” mode, the battery is charged by the eight-cylinder engine; to achieve this, the petrol engine generates a higher level of power than is actually needed just for driving.
- Sport and Sport Plus** The highest level of drive performance is made available in the “Sport” and “Sport Plus” modes. The V8 biturbo is active continuously in these modes. In “Sport” mode, the battery charge is always maintained at a minimum level to ensure that sufficient boost reserve capacity is available when needed. “Sport Plus” mode is all about maximum performance. The battery is charged as quickly as possible to ensure maximum performance.

Interior concept and connectivity

High standard of everyday practicality and versatility

The Panamera combines high levels of comfort, typical Porsche sportiness and an avant-garde design with a high degree of 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 Panamera Sport Turismo underlines the unique selling point of the model line with an even more versatile rear. The model unveiled in 2017 is the first Panamera to leave the Porsche factory in Leipzig with three rear seats. Two individual seats in the rear are still available as an option. With the rear seat backrests in their normal position, the new Panamera Turbo S E-Hybrid Sport Turismo provides a storage volume of 425 litres. In addition, the backrests of the three rear seats can be folded down together or individually (in a 40:20:40 split) and are unlocked electrically from the luggage compartment. When loaded to roof height, the storage volume increases to 1,295 litres.

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

As an option, Porsche also offers a loadspace management system for the luggage compartment of the Panamera Turbo S E-Hybrid 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.

Porsche Advanced Cockpit with hybrid-specific displays

A general feature of the second-generation Porsche Panamera is its digitised display and control concept, in the form of the standard Porsche Advanced Cockpit with touch-sensitive panels and individually configurable displays. The interactive cockpit takes the form of two seven-inch screens. The Panamera Turbo S E-Hybrid Sport Turismo is distinguished from other cars in the model line by its unique power meter for hybrid driving, with an "Acid Green" indicator and "turbo S" logo. The power meter provides data such as the amount of electrical energy currently being used or the energy being recovered through recuperation.

A 12.3-inch touchscreen in the centre console functions as a central PCM control and display unit, via which the driver can access various items of hybrid-specific information. The boost assistant and hybrid assistant are both practical and informative. The boost assistant display shows the energy available for boosting, while the hybrid assistant provides various visual signals for regulating the electric drive power.

Among the other "Porsche E-Performance" features are the Sport Chrono Package as standard. This includes the MODE switch integrated in the steering wheel, which is used to activate four different driving modes. As in the case of the other Panamera models equipped with the Sport Chrono Package, these are the familiar "Sport" and "Sport Plus" modes as well as the "Sport Response button" for accessing maximum performance. The two hybrid-specific modes "E-Power" and "Hybrid Auto" are also included. Two additional modes – "E-Hold" and "E-Charge" – are controlled via Porsche Communication Management (PCM).

Controlling the hybrid functions via Porsche Connect

One of the standard functions of PCM is Porsche Connect Plus. This interface to the online world includes Apple® CarPlay and the Porsche Car Connect app (PCC). Drivers of the new Turbo S E-Hybrid Sport Turismo can use the smartphone and Apple® Watch app to access hybrid-specific Porsche Connect Services, including battery and charge management and the ability to control hybrid functions remotely. The battery and charge management feature, for example, allows the driver to view important information about the charge status of the car, including the purely electrical range and

total range, the current state of charge of the hybrid battery and the remaining charging time. The remote control function enables the driver to control hybrid-specific functions, including starting the charging process or setting the latest possible charging finish time. The driver can also use the app to adjust the standard air conditioning system and thus cool or heat the passenger compartment before starting the engine. This is done using electrical energy from the power grid.

Assistance and comfort systems

Networked intelligence

The Panamera Turbo S E-Hybrid Sport Turismo is equipped with numerous standard or optional assistance systems to make the driving experience not only more comfortable and convenient but also safer – including the outstanding Porsche InnoDrive and Night Vision Assist options. Night Vision Assist uses a thermal imaging camera to detect people and larger animals at distances of up to 300 metres, and provides corresponding coloured warnings in the cockpit. Porsche InnoDrive with adaptive cruise control is another ingenious feature: Based on three-dimensional, high-resolution navigation data, it calculates, and subsequently activates, the optimum acceleration and deceleration values as well as gear selections and coasting specifications for the next three kilometres. In doing so, the electronic co-pilot automatically takes corners, gradients and maximum speeds into account. Other vehicles and current speed limits are detected by the radar and video sensors and included in the control process.

The range of assistance systems has also been expanded for those situations in which even the fun of being in a Porsche is limited: driving in traffic jams. The traffic jam assist system supports the driver through integrated longitudinal and lateral control of the car in congested traffic situations at speeds of up to 60 km/h. It does this by following a detected tailback under ACC control and combining this with steering assistance via the electromechanical steering system, which can be easily overridden at any time.

Chassis and chassis systems

Wide balance between performance and comfort

In keeping with the overall concept of the Panamera Sport Turismo, the chassis combines the ride comfort of a luxury saloon with the performance of a high-performance sports car. The basic chassis layout is complemented by a multitude of innovative systems designed for maximum comfort and performance. Virtually all of these assistance and convenience systems are part of the standard specification of the Panamera Turbo S E-Hybrid Sport Turismo – including adaptive air suspension with Porsche Active Suspension Management (PASM), the active chassis control system and anti-roll system Porsche Dynamic Chassis Control Sport (PDCC Sport) with Porsche Torque Vectoring Plus (PTV Plus) and the Porsche Ceramic Composite Brake (PCCB). A rear-axle steering system is also available as an option, transferring the steering precision and handling characteristics of a sports car to the luxury saloon class. In all Panamera models, the integrated Porsche 4D Chassis Control system analyses and synchronises all chassis systems in real time, providing data that is used to optimise handling.

Optional rear-axle steering

As an option, the Panamera Turbo S E-Hybrid Sport Turismo can be equipped with a rear-axle steering system. 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. Effectively, this approach shortens the wheelbase. The advantages include more dynamic steering behaviour and significantly improved manoeuvring and parking in tight spaces. At high speeds, the rear wheels turn in the same direction as the front axle depending on the speed. Here, rear-axle steering effectively serves to lengthen the wheelbase, which increases stability, for example when changing lanes on the motorway. Rear-axle steering is an active safety system that optimises driving dynamics; it also boosts comfort by reducing the required steering angle at low speeds. The integration of rear-axle steering also results in a more direct steering ratio on the front axle for an exceptionally sporty steering experience.

Integrated Porsche 4D Chassis Control

Porsche 4D Chassis Control is a centrally networked system. It 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. By way of example: When steering dynamically into a bend, the electronic damper control system PASM, the adaptive air suspension, rear-axle steering, PTV Plus and PDCC Sport systems work together to ensure optimum steering behaviour, exceptional agility and stability. The Porsche 4D Chassis Control issues a pulse to the chassis systems as soon as the driver steers the vehicle. This means that the systems are able to respond promptly and ensure maximum performance on bends.

Porsche Active Suspension Management (PASM)

Porsche Active Suspension Management (PASM), which is part of the standard specification, is an electronic damping control system. The system responds to the road condition and driving style, using the information it gleans to continuously adjust the damping on each individual wheel. The dampers in the latest Panamera also boost responsiveness, fine-tuning the balance between comfort and sportiness. Three driving modes are available: "Normal", "Sport" and "Sport Plus". 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. PASM then sends the captured data to Porsche 4D Chassis Control. The control centre determines the current driving conditions and, depending on the active mode, sets the damper characteristics and also the spring rates for the adaptive air suspension system. 4D Chassis Control also co-ordinates the control parameters of the other electronic chassis systems. The result: enhanced vehicle stability, performance and comfort.

Adaptive air suspension with PASM

The Panamera Turbo S E-Hybrid Sport Turismo is equipped as standard with an adaptive three-chamber air suspension system. 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 range of spring rates. The chassis can be set to a low 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, for example to prevent grounding the front spoiler at entrances to multi-storey 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, Porsche Dynamic Chassis Control Sport (PDCC Sport) optimises the vehicle dynamics thanks to the integration of electromechanical anti-roll bars. The system responds significantly quicker than systems with hydraulic actuators and stiffens the anti-roll bars to minimise rolling of the body. In the Panamera, Porsche combines PDCC Sport with Porsche Torque Vectoring Plus (PTV Plus). The electronically controlled rear differential lock 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. PTV Plus also delivers a noticeably higher level of traction when accelerating out of bends through targeted use of the differential lock.

Exterior

New design language for the luxury class

With the Panamera Sport Turismo, Porsche has introduced to the luxury segment an avant-garde touring car offering a combination of dynamics, comfort and versatility that represents a unique alternative to the traditional saloon. The new Panamera Turbo S E-Hybrid Sport Turismo now occupies the top spot within this model line.

The silhouette: long roof line and striking D-pillar

Just like the Panamera sports saloon, the Sport Turismo is also marked out by its dynamic proportions and by design elements that are as powerful as they are elegant. The Turbo S E-Hybrid Sport Turismo is 5,049 millimetres long, 1,432 millimetres high and 1,937 millimetres wide. It features a long wheelbase of 2,950 millimetres between the short body overhangs. The Panamera Turbo S E-Hybrid Sport Turismo is fitted with 21-inch wheels as standard.

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, circumferential side window trim, which is finished in chrome on the Turbo S E-Hybrid. 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 Panamera Turbo S E-Hybrid Sport Turismo, these are painted in the vehicle colour.

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 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 kilograms 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 drag up to a speed of 170 km/h, thus reducing fuel consumption. Above this speed, it increases downforce on the rear axle, which optimises handling. 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 kilograms 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. Above 170 km/h, the roof spoiler automatically slides into the "Performance" position with an angle of plus one degree, thereby increasing driving stability and lateral dynamics. When in the "Sport" and "Sport Plus" driving modes, the roof spoiler moves to this position at speeds of 90 km/h upwards. The PAA system also provides active assistance by adapting the roof spoiler's angle of inclination to plus 26 degrees when the panoramic sliding roof is open at a speed of 90 km/h or above. In this case, the spoiler helps to minimise wind noise. 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 visually 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 diffuser are harmoniously integrated into the rear bumper. The Panamera Turbo Sport Turismo and Turbo S E-Hybrid Sport Turismo are fitted with square twin tailpipes designed specifically for these models.

Front section: distinctive wings and bonnet

The Panamera Sport Turismo shares the typical sporty 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 millimetres (without exterior mirrors) to the comparatively low height of 1,432 millimetres, 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.

Standard equipment

Innovative chassis systems straight from the factory

The Panamera Turbo S E-Hybrid Sport Turismo features adaptive three-chamber air suspension with Porsche Active Suspension Management (PASM) and Porsche's all-wheel drive system, Porsche Traction Management (PTM), as standard. The extended standard equipment of the Panamera Turbo S E-Hybrid Sport Turismo includes the active chassis control system and anti-roll system Porsche Dynamic Chassis Control Sport (PDCC Sport) with Porsche Torque Vectoring Plus (PTV Plus), 21-inch alloy wheels in 911 Turbo design and the Porsche Ceramic Composite Brake (PCCB).

Hybrid-specific equipment includes the Porsche Universal Charger (AC) with transport bag and wall mount, a vehicle cable to connect the control unit and the car (2.5 metres) and two supply cables (one to connect the control unit to the domestic electrical outlet; the other to connect the 400-volt industrial electrical outlet to the operator control unit).

Extensive range of colours as standard

The external look of the top-of-the-range Panamera Sport Turismo model is characterised by its two brushed stainless steel twin tailpipes, the 'e-hybrid' logo on the side and the model name on the tailgate in silver (high-gloss) with "Acid Green" edging, brake callipers in "Acid Green", LED main headlights with the Porsche Dynamic Light System (PDLS) and the automatically retractable four-way rear spoiler. The Panamera Turbo S E-Hybrid Sport Turismo can be painted as standard in non-metallic "Black" and "White", or metallic "Carrara White Metallic", "Jet Black Metallic", "Volcano Grey Metallic", "Rhodium Silver Metallic", "Sapphire Blue Metallic", "Night Blue Metallic", "Agate Grey Metallic", "Mahogany Metallic", "Burgundy Red Metallic" and "Ristretto Brown Metallic". Optional special colours and individual paint finishes are also available.

14-way seats, Bose® sound system and full leather interior

The range of standard equipment inside the vehicle has also been expanded. The Panamera Turbo S E-Hybrid Sport Turismo is equipped as standard with auxiliary air conditioning, front comfort seats with electrical 14-way adjustment and memory package, heated seats front and rear, leather interior

in "Black", "Saddle Brown", "Agate Grey" or "Marsala", electrically adjustable (height and position) multifunction steering wheel, wood interior package in Dark Walnut, roof lining, roof pillar areas and sun visors in Alcantara and a 710-Watt Bose® sound system.