

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.