

## Summary

# **New Panamera top model with the drive concept of the 918 Spyder**

With an unprecedented combination of performance, comfort and efficiency, the new 500 kW (680 hp) Panamera Turbo S E-Hybrid highlights the importance of electromobility at Porsche. For the first time, the Stuttgart-based sports car manufacturer has made a plug-in hybrid the top model in a model line. The Panamera Turbo S E-Hybrid – capable of top speeds of up to 310 km/h – is powered by an electric motor (100 kW/136 hp) and a V8 turbo petrol engine (404 kW/550 hp). The performance-oriented boost strategy of this engine combination was first designed for the 918 Spyder, a Porsche super sports car. The Gran Turismo model has an electric range of up to 50 kilometres for emission-free local driving.

## **Boost strategy designed for maximum performance and high energy efficiency**

A key characteristic of the Panamera Turbo S E-Hybrid is its superb power delivery across engine speed ranges. At just above idle speed (from 1,400 rpm), the car has 850 Nm of torque at its disposal; this value remains constant up to 5,500 rpm. The eight-speed Porsche Doppelkupplung (PDK) transmission transfers power to the all-wheel Porsche Traction Management (PTM) system. The electric motor and V8 engine take the Porsche to 100 km/h in 3.4 seconds, or 3.5 seconds in the Executive model with extended wheelbase. The boost strategy was developed directly from the system used in the 918 Spyder super sports car. 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 range of up to 50 kilometres for emission-free local driving**

This exceptional performance comes coupled with outstanding efficiency. Average consumption in the New European Driving Cycle (NEDC) is 2.9 l/100 km; electricity consumption is 16.2 kWh/100 km. The top model in the Panamera line can travel up to 50 kilometres on electricity alone – an electric range that will allow many drivers of the Panamera Turbo S E-Hybrid to complete their daily, local commute without generating any emissions at all. In Germany, for example, investigations by the Federal Ministry of Transport and Digital Infrastructure have established that 80 per cent of all car drivers in the Panamera's home country cover less than 50 kilometres per day.

## **A 7.2-kW on-board charger charges the battery in 2.4 hours at 230 V**

The electric motor in the hybrid model is supplied with energy via a liquid-cooled lithium-ion battery with an energy capacity of 14.1 kWh. The high-voltage battery integrated in the rear is fully charged in less than six hours at 10 A via a 230-V 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 charging process can also be started using a timer via Porsche Communication Management (PCM) or the Porsche Connect app (for smartphones and Apple® Watch). Moreover, the

Panamera Turbo S E-Hybrid is fitted with auxiliary air conditioning as standard to cool or heat the passenger compartment even during charging using energy from the power grid.

## **Three-way combination of sports car performance, comfort on long trips and efficiency**

The Porsche Panamera Turbo S E-Hybrid is the only vehicle in its class to combine the option of pure electric driving with the performance of a true sports car and the comfort of a touring car. As the second plug-in hybrid model in the model line – following in the tracks of its predecessor, the Panamera 4 E-Hybrid (340 kW/462 hp) – the Panamera Turbo S E-Hybrid highlights the importance of electromobility at Porsche.

## **Porsche Dynamic Chassis Control Sport, air suspension and 21-inch wheels as standard**

The extended standard equipment of the Panamera Turbo S E-Hybrid includes auxiliary air conditioning, Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus), Porsche Ceramic Composite Brake (PCCB), Power Steering Plus and 21-inch alloy wheels in the 911 Turbo Design. The basic package also includes adaptive aerodynamic elements and three-chamber air suspension system, including Porsche Active Suspension Management (PASM). Furthermore, the Executive version is equipped with rear axle steering as standard.