



PORSCHE



# **Porsche at the Geneva Motor Show 2017**

Press Kit

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Porsche at the Geneva Motor Show 2017

## **New Panamera and 911 models celebrate world première**

**Geneva.** Porsche launches into spring 2017 with three spectacular world premières. At the 87th Geneva International Motor Show (March 7 to 19, 2017), the sportscar manufacturer presents the Panamera Sport Turismo – a new body version of the Gran Turismo family and a first in the segment. With a unique design, more space for passengers and luggage as well as a larger tailgate, the model line increases the spread between sporty elegance and practical everyday usability. The new Panamera Turbo S E-Hybrid represents another highlight. With the second hybrid version of the Panamera (system power 500 kW/680 hp), Porsche positions a plug-in hybrid as the top model of a model line for the first time. Power as passion is also a key feature of the motorsport-derived 911 GT3. In the new generation of the radical 911, the connection between everyday driving and the racetrack is even more intense. The central focus of the enhanced model is the newly developed high-revving naturally aspirated engine with 368 kW (500 hp). The 911 GTS models also celebrate their first exhibition appearances.

### **New sportscar line with additional usability: Panamera Sport Turismo**

Porsche continues to develop the Panamera idea. The Panamera Sport Turismo celebrates its world première as the second body version of the line. The four-door model combines the Porsche design DNA with an increased multi-use space. Leading back from the B-pillar, the roof line of the Sport Turismo is straighter than that of the coupé-style sports saloon. The elegant appearance of the vehicle thus encompasses more room for passengers and luggage (4+1 seating concept). Thanks to the large, electronically controlled tailgate, the new version is easily able to hold large sports equipment as well as luggage for the holidays. Meanwhile, the sportscar character of the Gran Turismo remains unaltered – both body lines build on the same technical basis. The market launch of the Panamera Sport Turismo is scheduled for autumn 2017. The model range initially comprises five powertrain and output types: Panamera 4, Panamera 4S, Panamera 4S Diesel, Panamera 4 E-Hybrid and Panamera Turbo.

## **With the concept of the 918 Spyder: Panamera Turbo S E-Hybrid**

The combination of powerful V8 engine and high torque electric drive made the Porsche 918 Spyder the fastest super sports car on the Nürburgring in 2013. Now the Panamera Turbo S E-Hybrid is taking over this concept and with it the current pole position as the most powerful hybrid saloon in the world. The combined power of the eight-cylinder engine (404 kW/550 hp) and the 100-kW (136-hp) electric motor stands alongside an average fuel consumption (NEDC) of 2.9 l/100 km and electricity consumption of 16.2 kWh/100 km. Its acceleration from zero to 100 km/h in 3.4 seconds ranks it in the top class of sports cars, while at the same time the fully charged plug-in hybrid can glide in fully electric mode for up to 50 km. In terms of the chassis, the skill of the top Panamera extends from the dynamic cornering of a sports car to the comfort of a luxury saloon. The principle of spread pushes its boundaries in many directions at once. With the Panamera Turbo S E-Hybrid, Porsche makes it clear that electromobility is a firm factor in the continuing development of peak sports performance. The new top model of the Panamera model line will offer the choice of two wheelbases right from the start, and its market launch is in July 2017.

## **From everyday driving to the race track: The new 911 GT3 with 500 hp**

More power, more speed, more precision: With the 911 GT3, the Porsche motorsport department has created a new ruler of the racetrack, which, thanks to being road-approved, can roll up under its own power. At the heart of the radical 911 is the new four-litre flat engine with 368 kW (500 hp), a virtually unaltered racing engine from the 911 GT3 Cup. A feature that will be important to purists is the optional six-speed sports transmission, available for the first time in addition to the standard Porsche double-clutch transmission (PDK). In a further improvement to the driving dynamics, the responsiveness of the PASM chassis with rear axle steering has again been optimised. With PDK, this model accelerates from zero to 100 km/h in 3.4 seconds. Its top speed stands at 318 km/h, and with manual transmission at 320 km/h. Visually, the 911 GT3 is the opposite of shy and retiring: The dominant rear wing stands higher than ever in the air flow and large air intakes and outlets in the front, bonnet and rear end are testament to consistent motorsport aerodynamics. The market launch of the new 911 GT3 begins from mid-June 2017.

## More sports power: The new Porsche 911 GTS models

For 911 customers particularly looking for power, Porsche adds another chapter to the history of the GTS sportscar with five new models. They comprise a coupé and cabriolet with rear-wheel or all-wheel drive as well as the 911 Targa 4 GTS. All share an enhanced engine achieving 331 kW (450 hp), the wide body of the all-wheel model, the PASM sports chassis and a specially designed interior. Newly developed turbochargers raise the power of the three-litre six-cylinder by 22 kW (30 hp) in comparison to the engine of the 911 Carrera and Targa S models. A low front spoiler and increased rear spoiler extension height further reduce the lift forces on the front and rear axle compared to the Carrera S models. Black design elements and the likewise black painted 20-inch wheels with central lock, as well as GTS lettering on the doors, characterise the unique appearance of the new models. Delivery of the first 911 GTS is beginning now.

## Exclusive new model for China: Panamera Executive

With the start of the Geneva International Motor Show, Porsche is also extending the Panamera Executive model range in China: Exclusively for the Chinese market, from October 2017 there will be a rear-wheel-drive long version of the successful sports saloon Panamera. The new Panamera Executive with three-litre V6 turbo engine (243 kW / 330 hp) offers Chinese customers an attractively priced entrance into the highly luxurious versions of the Gran Turismo with long wheelbase (an increase of 150 millimetres). Together with the equally new Panamera Turbo S E-Hybrid Executive, the model complements the Executive versions in China: the Panamera Turbo Executive (404 kW / 550 hp), the Panamera 4S Executive (324 kW / 440 hp), Panamera 4 E-Hybrid Executive (340 kW / 462 hp) and the Panamera 4 Executive (243 kW / 330 hp).

## Porsche in Switzerland: Another consecutive record year

Porsche has been selling sportscars in Switzerland for 65 years – a lasting friendship that always brings new highlights: In 2016 the company delivered 3,970 vehicles, almost four per cent more than in the previous year and a new record. The most successful model line was the Macan with 1,650 new vehicles, followed by the 911 with 1,050 units. On the classic market

for all-wheel-drive vehicles, the 911 Carrera 4S was particularly in demand. In addition, the Swiss customers of Porsche demonstrated that they are open to plug-in future technology: Nearly 30 per cent of the 682 Cayennes delivered were sold with hybrid drive.

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New body version of the Porsche Panamera

## **World première in Geneva: Sport Turismo expands the Panamera model line**

Porsche is expanding the Panamera family with the addition of a new body version: The Panamera Sport Turismo is celebrating its world première at the Geneva Motor Show 2017, where five different versions will be on display: Panamera 4, Panamera 4S, Panamera 4S Diesel, Panamera 4 E-Hybrid and Panamera Turbo. Based on the successful sports saloon, the new version once again makes a profound statement in the luxury segment with its unmistakable design. At the same time, the Sport Turismo, with up to 404 kW/550 hp, is more versatile than any other model in its class. With a large tailgate, low loading edge, increased luggage compartment volume and a 4+1 seating concept, the new Panamera model offers the perfect combination of everyday usability and maximum flexibility. *“For Porsche, the Panamera Sport Turismo is a step forwards into a new segment, but retains all of those values and attributes that are characteristic of Porsche”*, says Michael Mauer, Director of Style Porsche.

From a technological and design perspective, the Sport Turismo utilises all the innovations introduced with the brand new Panamera model line launched only last year. These include the digital Porsche Advanced Cockpit, pioneering assistance systems such as Porsche InnoDrive, including adaptive cruise control, chassis systems such as rear axle steering, the Porsche Dynamic Chassis Control (PDCC Sport) electronic roll stabilisation system and powerful powertrains. In addition, all Panamera Sport Turismo vehicles are equipped with Porsche Traction Management (PTM) – an active all-wheel drive system with electronically controlled multi-plate clutch – as standard. As for the S models, adaptive air suspension with three-chamber technology is also supplied as standard.



## **The design and concept of an all-round sportscar**

Just like the coupé-style Panamera sports saloon, the Sport Turismo is characterised by its very dynamic proportions – a perfect reflection of the Porsche design DNA. The vehicle is 5,049 millimetres long, 1,428 millimetres high and 1,937 millimetres wide, while the large wheelbase spans 2,950 millimetres. The silhouette is further characterised by short body overhangs and large wheels measuring up to 21 inches.

Beginning from the B-pillars, that is, from the start of the rear doors, the Sport Turismo features a completely unique rear design. Above the pronounced shoulder, an elongated window line and equally long roof contour lend the vehicle its striking appearance. At the rear, the roof drops away much less dramatically than the window line, resulting in a prominent and distinctive D-pillar which transitions into the shoulder section in a coupé-like fashion.

## **First adaptively extendible roof spoiler in the segment**

At the top of the vehicle, the roof extends into an adaptive spoiler. The angle of the roof spoiler is set in three stages 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 – a central system component of the Porsche Active Aerodynamics (PAA) – stays in its retracted position with an angle of minus seven degrees, which reduces drag and thus optimises fuel consumption.

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 moves to the performance position at speeds of 90 km/h upwards. PAA 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.

### Three seats in redesigned rear

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. As an option, the Panamera Sport Turismo is also available in a four-seat configuration 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 usability of the luggage compartment benefits from the wide opening tailgate, which is electrically operated as standard, and a loading edge height of just 628 millimetres. Measured to the upper edge of the rear seats, the up to 520-litre storage capacity of the Sport Turismo (Panamera 4 E-Hybrid Sport Turismo: 425 litres) betters that of the sports saloon by 20 litres. When loaded up to roof level and with the rear seats folded down, the gains amount to around 50 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. When all of the backrests are folded down, the loading floor is virtually level. In this case, the storage volume is expanded to up to 1,390 litres (Panamera 4 E-Hybrid Sport Turismo: 1,295 litres).

A luggage compartment management system is available on request for the Panamera Sport Turismo. Among other things, this variable system for secure transport includes two rails integrated in the loading floor, four lashing points and a luggage compartment partition net. An optional 230-V electrical socket can also be provided in the luggage compartment.

### Five engines at market launch

The Panamera Sport Turismo is available to order now. The European market launch is scheduled for October 7, 2017, with the other markets following in early November. The new Porsche will be available with five engines that are already used in the sports saloon. Prices in Germany start at EUR 97,557 for the Panamera 4 Sport Turismo (243 kW/330 hp), EUR 112,075 for the Panamera 4 E-Hybrid Sport Turismo (340 kW/462 hp system power), EUR 120,048 for

the Panamera 4S Sport Turismo (324 kW/440 hp), EUR 123,975 for the Panamera 4S Diesel Sport Turismo (310 kW/422 hp) and EUR 158,604 for the Panamera Turbo Sport Turismo (404 kW/550 hp), all including VAT.

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Second hybrid model of the Porsche Panamera launched

## **Turbo S E-Hybrid becomes the strongest model in the Panamera line**

Porsche continues to achieve high levels of performance over the long term. The new Panamera Turbo S E-Hybrid sees the sportscar manufacturer launch a plug-in hybrid model as the flagship of a model line for the first time. The four-litre V8 engine from the Panamera Turbo is combined with an electric motor, resulting in 500 kW/680 hp of system power and outstanding power delivery: Even when just above idle speed, the Panamera Turbo S E-Hybrid offers 850 Nm of torque. That means it accelerates from zero to 100 km/h in 3.4 seconds and reaches a top speed of 310 km/h. The boost strategy of the all-wheel drive Panamera comes from the 918 Spyder super sportscar. In the New European Driving Cycle, the average fuel consumption is 2.9 l/100 km, and the new flagship Panamera can drive on fully electric power for up to 50 kilometres. The Panamera Turbo S E-Hybrid underlines the high importance of electromobility to Porsche.

### **Unique drive concept with V8 engine and electric motor**

After the successful début of the Panamera 4 E-Hybrid, which uses a V6 engine together with an electric motor, Porsche is showing once again that hybrid technology has great performance potential. The new Panamera Turbo S E-Hybrid combines an electric motor (100 kW/136 hp) with a V8 engine (404 kW/550 hp). The decoupler installed in the Porsche hybrid module is actuated electromechanically by an electric clutch actuator (ECA), just like in the Panamera 4 E-Hybrid. The result is short response times and a high level of comfort. As in all other second-generation Panamera models, the fast-shifting Porsche Doppelkupplung (PDK) with eight gears is used to transmit the power to the standard adaptive all-wheel drive system Porsche Traction Management (PTM). The E-Performance drive accelerates the luxury saloon to 100 km/h in just 3.4 seconds and provides extraordinary tractive force at higher speeds. Combined with a top speed of 310 km/h, this means that the Porsche Panamera Turbo S E-Hybrid sets yet more benchmarks in its class. The Panamera Turbo S E-Hybrid comes with air suspension as standard and offers a unique balance in this segment: the comfort of a luxury saloon paired with the performance values of a sportscar.

The electric motor is supplied with power via a liquid-cooled lithium-ion battery with an energy capacity of 14.1 kWh. Within six hours, the high-voltage battery integrated in the rear is fully charged with 10 A via a 230-V connection. If the Panamera uses the optional 7.2-kW on-board charger and a 230-V connection with 32 A 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 to cool or heat the passenger compartment even during charging.

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

Performance, comfort and efficiency form a perfect three-way combination: The Panamera Turbo S E-Hybrid starts in the purely electric “E-Power” mode as standard, and the four-door sportscar drives locally over a distance of up to 50 kilometres 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 of both engines is available. Consumption in the New European Driving Cycle (NEDC) for plug-in hybrid models amounts to 2.9 l/100 km for super-grade petrol (66 g/km of CO<sub>2</sub>) and 16.2 kWh/100 km for electric power.

### **Début with two wheelbases**

The new flagship of the second Panamera generation will be launched in the European market in July 2017. Further markets will follow in the second half of 2017. The Panamera Turbo S E-Hybrid is celebrating its world première at the Geneva Motor Show (March 7 to 19, 2017). From the very beginning, the four-door Gran Turismo will also be offered in an Executive version, with a wheelbase extended by 150 millimetres.

As part of its standard equipment, the Panamera Turbo S E-Hybrid includes the Porsche Ceramic Composite Brake (PCCB), Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus), Power Steering Plus and 21-inch alloy wheels in the 911 Turbo Design. The basic package also contains auxiliary air-conditioning,

adaptive aerodynamic elements and three-chamber air suspension including Porsche Active Suspension Management (PASM). The long version is equipped with rear axle steering as standard. In Germany, prices for the Panamera Turbo S E-Hybrid start at EUR 185,736 including VAT. For the Panamera Turbo S E-Hybrid Executive, prices start at EUR 199,183.

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More powerful naturally aspirated engine and chassis from motorsport

## **A 911 for the road and track – the new Porsche 911 GT3**

The Porsche 911 GT3 delivers motorsport-like performance, a systematic lightweight construction and an unfiltered driving experience. The new generation of the radical 911 is celebrating its world première at the 87th Geneva International Motor Show in 2017. It forms an even more intense connection between everyday driving and the racetrack. At the heart of the latest enhancement beats a four-litre flat engine. The high-revving naturally aspirated engine with 368 kW (500 hp) remains virtually unchanged from the thoroughbred 911 GT3 Cup racing car. The redesigned chassis with rear-axle steering and the systematic lightweight construction are specifically configured to convert the engine power into superior driving dynamics. Developed on the same test track and manufactured on the same production line as the racing cars, Porsche's motorsport technology has once again been incorporated into a road-approved sportscar.

The majority of Porsche GT drivers also like to take their sportscars for a spin on the racetrack, which is where the new 911 GT3 really comes into its own thanks to a weight-to-power ratio of 3.88 kg/kW (2.86 kg/hp). With seven-speed double-clutch transmission (PDK) as standard, which has been specifically tuned for use in the GT, the two-seater weighs in at 1,430 kg with a full fuel tank and can accelerate from 0 to 100 km/h in 3.4 seconds. It boasts a top speed of 318 km/h. For proponents of pure unadulterated driving, Porsche also offers the 911 GT3 with a six-speed sports manual gearbox. This allows the high-performance 911 to sprint from 0 to 100 km/h in 3.9 seconds and reach a top speed of 320 km/h.

### **Fast on the corners, stable on the straights: Rigid chassis with rear-axle steering**

The chassis of the new 911 GT3 benefits from Porsche's motor racing experience and its tuning has been reworked for even better driving dynamics. The new two-seater sits around 25 mm lower than the 911 Carrera S. In addition to the further refined basic design, the chassis also boasts superior handling characteristics, thanks in large part to the active rear-axle steering. Depending on the speed, it steers either in the opposite or the same direction as the front wheels, thereby improving the vehicle's agility and stability. The dynamic engine mounts and the rear differential lock also boost the car's driving dynamics.

When it comes to its appearance, the 911 GT3 leaves little doubt as to its purpose. The dominant carbon rear wing emphasises the fact that the sportscar's form is determined by aerodynamics. The lightweight front end and front spoiler have been optimised for a better airflow. The aerodynamic enhancement is also evident on the lightweight rear end with exhaust air openings and on the new diffuser.

### **Interior: Experience centre for exceptional driving dynamics**

The interior of the new high-performance sportscar is tailored for maximum driving experience. The GT sports steering wheel with a diameter of 360 mm originates from the 918 Spyder. Both the driver and passenger experience the dynamics in Porsche Sports seats Plus with enhanced seat side bolsters and mechanical fore/aft adjustment. The seat height and backrests are adjusted electronically. As the 911 GT3 is traditionally a two-seater, the seat pans in the rear are covered.

Porsche offers three additional seat variants for the 911 GT3: The adaptive Sports seats Plus boast electrical adjustment of all seat functions (18-way). The second option is sports bucket seats with folding backrest, integrated thorax airbag and manual fore/aft adjustment. And the third variant is full bucket seats made from light carbon fibre-reinforced plastic in carbon-weave finish.

### **Porsche Track Precision app as standard**

In addition to Porsche Communication Management (PCM) including an online navigation module with real-time traffic information, the standard equipment also includes the Connect Plus module and the Porsche Track Precision app. The app enables 911 GT3 drivers to display, record and analyse detailed driving data on their smartphone.

### **Market launch and prices**

The 911 GT3 is available to order now. It will be launched in Germany from mid-June. Prices for the new high-performance 911 start at 152,416 euro, including VAT and country-specific equipment.



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A sporty new addition to the Porsche 911 family

## **Dynamic, comfortable and efficient – the new Porsche 911 GTS models**

Porsche is expanding the 911 product line with the GTS models. From March 2017, a total of five variants will be available in Germany:

the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive – both of the above available as a Coupé and Cabriolet – and the 911 Targa 4 GTS with all-wheel drive. A newly developed turbocharger for 3.0-litre six-cylinder flat engine increases power to 331 kW (450 PS). The engine delivers 22 kW (30 hp) more than the 911 Carrera S and 15 kW (20 hp) more than the corresponding GTS predecessor model with naturally aspirated engine. All variants are available with a manual seven-gear transmission or optional Porsche Doppelkupplung (PDK).

### **More power for more performance**

The maximum torque of 550 Nm provides even better acceleration and elasticity figures. The torque is available between 2150 and 5000 rpm. Porsche Active Suspension Management (PASM) is included as standard on all GTS models. The GTS Coupés feature the PASM sports chassis, which lowers the body by ten millimetres. The fastest sprinter in the family is the 911 Carrera 4 GTS Coupé: With Porsche Doppelkupplung (PDK) and the Sport Chrono Package as standard, it races from zero to 100 km/h in 3.6 seconds. All GTS models feature a top speed in excess of 300 km/h. The front-runner at 312 km/h is the Coupé with manual transmission and rear-wheel drive.

Despite the increase in performance, the GTS remains efficient – the 911 Carrera GTS with PDK, for example, consumes only 8.3 l/100 km according to the NEDC. This corresponds to CO<sub>2</sub> emissions of 188 g/km.

## **Typical GTS: Numerous black elements both inside and out**

The GTS models stand out within the 911 model line not only in terms of technology, but also in their visual design: All of the vehicles are based on the wide all-wheel-drive chassis, which measures 1852 mm even on the rear-wheel-drive models. The new Sport Design front apron emphasises the sporty character. The front end is aerodynamically optimised. A low front spoiler and increased rear spoiler extension height further reduce the lift forces on the front and rear axle compared to the Carrera S models. On the rear, the GTS is unmistakable: smoked tail lights, silk-gloss black air intake grille and central black twin tailpipes of the sports exhaust system, which is included as standard. A new black trim strip between the tail lights characterises the rear-wheel-drive models. The light strip is reserved for the all-wheel-drive models. Sport Design exterior mirrors, 20-inch wheels with central locking device painted in silk-gloss black, plus GTS logos on the doors complete the side view. The characteristic Targa bar, which is supplied in black for the first time on the GTS, also lends the 911 Targa a particularly distinctive look.

## **New Porsche Track Precision app and high-quality equipment**

GTS genes also shape the interior. The stopwatch of the Sport Chrono Package is integrated as a central component of the dashboard. The Porsche Track Precision app has been further enhanced specially to coincide with the market launch of the GTS models. Its features include automatic recording, detailed display and analysis of driving data on a smartphone. GTS passengers sit on Alcantara seats with a new stitching pattern. The Sports seats Plus with GTS logos on the headrests can be adjusted in 4-ways electrically and provide increased lateral support and comfort. Other features include brushed, black anodised aluminium trim strips on the instrument cluster as well as a high proportion of Alcantara, which can be found on the steering wheel rim, centre console and armrests, for example.

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## Fuel consumption and emissions

**911 GT3:** combined fuel consumption 12.9–12.7 l/100 km;  
CO<sub>2</sub> emissions 290–288 g/km

**911 Carrera GTS:** combined fuel consumption 9.4–8.3 l/100 km;  
CO<sub>2</sub> emissions 212–188 g/km

**911 Carrera GTS Cabriolet:** combined fuel consumption 9.4–8.4 l/100 km;  
CO<sub>2</sub> emissions 214–190 g/km

**911 Carrera 4 GTS:** combined fuel consumption 9.5–8.5 l/100 km;  
CO<sub>2</sub> emissions 216–192 g/km

**911 Carrera 4 GTS Cabriolet:** combined fuel consumption 9.7–8.7 l/100 km;  
CO<sub>2</sub> emissions 220–196 g/km

**911 Targa 4 GTS:** combined fuel consumption 9.7–8.7 l/100 km;  
CO<sub>2</sub> emissions 220–196 g/km

**911 Carrera 4S:** combined fuel consumption 9.0–7.9 l/100 km;  
CO<sub>2</sub> emissions 208–180 g/km

**Panamera Turbo\*:** combined fuel consumption 9.4–9.3 l/100 km;  
CO<sub>2</sub> emissions 214–212 g/km

**Panamera Turbo S E-Hybrid:** combined fuel consumption 2.9 l/100 km;  
combined energy consumption 16.2 kWh/100 km; CO<sub>2</sub> emissions 66 g/km

**Panamera Turbo S E-Hybrid Executive:** combined fuel consumption 2.9 l/100 km;  
combined energy consumption 16.2 kWh/100 km; CO<sub>2</sub> emissions 66 g/km

**Panamera 4 Sport Turismo\***: combined fuel consumption 7.9–7.8 l/100 km;  
CO<sub>2</sub> emissions 180–178 g/km

**Panamera 4S Sport Turismo\***: combined fuel consumption 8.3–8.2 l/100 km;  
CO<sub>2</sub> emissions 189–187 g/km

**Panamera 4S Diesel Sport Turismo\***: combined fuel consumption 6.8–6.7 l/100 km;  
CO<sub>2</sub> emissions 178–176 g/km

**Panamera Turbo Sport Turismo\***: combined fuel consumption 9.5–9.4 l/100 km;  
CO<sub>2</sub> emissions 217–215 g/km

**Panamera 4 E-Hybrid Sport Turismo**: combined fuel consumption 2.6 l/100 km;  
combined energy consumption 15.9 kWh/100 km; CO<sub>2</sub> emissions 59 g/km

**Cayenne S E-Hybrid\***: combined fuel consumption 3.4–3.3 l/100 km;  
combined energy consumption 20.8–18.6 kWh/100 km; CO<sub>2</sub> emissions 79–75 g/km

*\* Range depends on tyre set used*