

Summary

Pure performance, sporty equipment, outstanding everyday usability Two new GTS models: two sporty additions to the Panamera family

Porsche has added two extra sporty models to its Panamera range. With a powerful performance from the four-litre V8 biturbo engine (338 kW/460 hp), dynamic chassis systems including adaptive air suspension, and their own unique design elements and equipment, the Panamera GTS and Panamera GTS Sport Turismo harness a one-of-a-kind performance package. As you would expect from a factory GTS, the basic equipment package is extensive. For example, the Sport Design package with black exterior elements and large Alcantara surfaces in the interior is included as standard. What's more, Porsche has expanded its portfolio of comfort and assistance systems to include a head-up display with various configuration options for the entire Panamera range.

At the heart of both of the new Panamera GTS models is a four-litre V8 engine with 338 kW (460 hp) of output and maximum torque of 620 Nm, cultivating an emotional sound and driving experience when combined with the standard sports exhaust system. The biturbo engine, which features a gasoline particulate filter, outperforms its predecessor by 15 kW (20 hp) and 100 Nm, accelerating the Panamera GTS and Panamera GTS Sport Turismo from 0 to 100 km/h in 4.1 seconds as it works in conjunction with the standard Sport Chrono Package. The two models achieve a top speed of 292 and 289 km/h, respectively. There are no interruptions in tractive force as power is transmitted to the Porsche Traction Management (PTM) four-wheel drive system by the eight-speed PDK dual clutch gearbox. Their exceptional performance is achieved with moderate consumption of just 10.3 l/100 km (Sport Turismo: 10.6 l/100 km); it has a CO₂ emission level of 235 g/km (Sport Turismo: 242 g/km).

Designed to reflect the sporting prowess of the Panamera GTS models, the chassis systems are impressively dynamic. The adaptive air suspension with three-chamber technology is fitted as standard, which results in flexible control and a wide spring rate spread. The sports chassis in the two GTS models has been lowered by 10 millimetres, while the Porsche Active Suspension Management (PASM) function has been adapted for an even sportier setup. The result? Outstanding lateral dynamics. Large brakes (390 millimetres in diameter at the front, 365 millimetres at the rear) support the longitudinal dynamics.

When compared to the predecessor, the standard equipment of new Panamera GTS models has been significantly upgraded in a number of areas. The Sport Design package with a new front and rear aprons in black, and additional dark elements highlights the more athletic appearance. The GTS models are equipped with 20-inch Panamera Design wheels as standard. The interior features hallmark elements of black Alcantara and anodised aluminium. The standard equipment also includes a heated multifunction sports steering wheel with gear-change paddles and Alcantara trim and the Connect Plus module for a wide range of digital services. With the optional Interior GTS package, drivers can customise their vehicle with various design elements, such as a rev counter, designer seams, and GTS logos in the contrasting shades of Carmine Red or Crayon.

The GTS models offer all the same innovations as the second-generation Panamera range. These include the digital Porsche Advanced Cockpit, assistance systems such as Porsche InnoDrive including adaptive cruise control, and optional rear axle steering. The GTS also features one highlight that is new to the entire Panamera range – the head-up display. The display can be configured by the driver and projects all relevant information directly into their direct line of sight in full colour.

As is tradition at Porsche, GTS stands for Gran Turismo Sport. Porsche's first road-approved sports car, the 904 Carrera GTS, was launched all the way back in 1963, bringing racing technology to the streets. This was followed by the 924 GTS and 928 GTS, which cultivated the concept throughout the 1980s and 90s. In 2007, the GTS celebrated its revival with the Carrera GTS. The first generation of the Panamera GTS followed in 2011, initially available as a sports saloon only. Now, the new Panamera GTS is also available as a Sports Turismo. With a large tailgate, low loading sill, increased luggage compartment volume and 4+1 seating configuration, the new GTS variant based on the models introduced in 2017 meets the highest of standards for everyday driving, while also delivering outstanding performance.