



PORSCHE



Porsche at Auto Shanghai 2017

Press Kit

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Porsche at Auto Shanghai 2017

Three Panamera premieres in China

Shanghai. Porsche is expanding the Panamera family: Three new variants of the four-door sports car celebrate their premieres at the Auto China 2017 (April 19 to 28, 2017). The main focus is on the Asian launch of the Panamera Sport Turismo. The new body variant creates an innovative connection between sports car and luxury saloon, elegant design and high versatility, which is unique in the segment. The second new arrival on the Asian market is the Panamera Turbo S E-Hybrid Executive. With 500 kW (680 hp) of system power, the new flagship model in the Gran Turismo model line is currently the most powerful hybrid saloon in the world. Its potential extends from short range emission-free driving with electric drive to the driving dynamics of a high-performance sports car. The Panamera Executive was developed exclusively for the Chinese market: The new, extensively equipped standard model with rear-wheel drive is a particularly economical entrance into the world of the long-wheelbase Panamera. The launch of the 911 GT3 Cup in Asia highlights the consistent growth in popularity of the Porsche one-makes series in the Asian region. Thanks to its strictly lightweight construction, the racing car comes in at a weight of only around 1,200 kilograms: Light work for the four-litre flat engine with an output of 357 kW (485 hp). Furthermore, the new 911 GTS models are also being shown in Asia for the first time.

New sports car line with additional usability: Panamera Sport Turismo

The Panamera Sport Turismo is a re-interpretation of the Gran Turismo philosophy. The four-door model with a large tailgate combines the brand's typical 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 holidays. Meanwhile, the sports car character of the Gran Turismo remains unaltered – both body lines build on the same technical basis. The market launch of

the Panamera Sport Turismo in China is scheduled for the start of November 2017. The model range on the Chinese market initially comprises four variants: Panamera 4, Panamera 4S, Panamera 4 E-Hybrid and Panamera Turbo.

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

The combination of powerful V8 engine and high torque electric drive made the Porsche 918 Spyder the fastest super sports car at the time 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 new flagship model in the Panamera model line will be introduced into the Chinese market from October 2017, exclusively in the especially luxurious Executive variant with a longer wheelbase. 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 3.5 seconds ranks it in the top class of sports cars, and the fully charged plug-in hybrid can glide in fully electric mode for up to 50 kilometres (NEDC). In terms of the chassis, the skill of the flagship Panamera extends from the dynamic cornering of a sports car to the comfort of a luxury saloon. 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.

Exclusive new model for China: Panamera Executive

The Panamera Executive celebrates its world premiere. The new sports saloon with a longer wheelbase (an increase of 150 millimetres) and rear-wheel drive is exclusively reserved for the Chinese market. The 243-kW (330-hp) Panamera Executive with three-litre V6 turbo engine offers Chinese customers an attractively priced entrance into the world of the long-wheelbase Panamera. The market launch of the new model is scheduled for October 2017.

More sports power: The new Porsche 911 GTS models

For 911 customers particularly looking for power, Porsche is adding another chapter to the history of the GTS sports car 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 have 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 3.0-litre six-cylinder engine by 22 kW (30 hp) in comparison to the engines used in the 911 Carrera and Targa S models. A low front spoiler and a rear spoiler that extends to a greater height further reduce the lift forces on the front and rear axle compared to the 911 Carrera S models. The unique appearance of the new models is characterised by black design elements, black 20-inch wheels with central locking and GTS lettering on the doors.

Continuous growth: Porsche in China

Porsche is driving in the fast lane in China: In 2016, the sports car manufacturer delivered 65,246 vehicles, representing a twelve per cent increase on the previous year. This made China the strongest individual market for Porsche for the second year in a row. In 2016, the legend of the 911 continued with a delivery year-on-year growth of 11%. The brand new 718 Boxster and 718 Cayman once again strengthened Porsche's position as an authentic sports car brand. With over 1,300 deliveries, the four-cylinder flat turbo-charging sports cars were enthusiastically welcomed by the younger generation in China. A major highlight of this year was the launch of the new generation Panamera, which perfectly combines the performance of a sports car and the comfort of a luxury saloon. In the SUV segment, Porsche China performed remarkably well: The Macan and Cayenne provided a source of significant growth. The dynamic Macan delivered over 34,000 vehicles and achieved a significant year-over-year growth of more than 22%, reinforcing its position as the best-selling Porsche car. Sales of the Cayenne also increased around 5.5% compared to the previous year.

New: Porsche Club China and Porsche Motorsport Asia Pacific

With the founding of Porsche Club China, the sports car manufacturer continues to develop the world of the brand in the Asian market. Porsche China will be responsible for the new organisation, which has its launch at Auto Shanghai 2017. The club should bring together the existing regional associations, currently comprising more than 250 members, under a single umbrella. Among other benefits, membership gives access to international Porsche events and communities as well as exclusive offers and sports events – for example in connection with the Carrera Cup Asia.

At Porsche, motorsport is inextricably linked with the development of series-production vehicles. The Porsche Carrera Cup Asia has already been attracting teams and spectators for 15 years. In 2016, the one-make series saw over half a million spectators coming to watch at the tracks, with a further 1.5 million tuning in on their screens in over 135 countries. This year, 25 starters from 10 nations are expected. By founding Porsche Motorsport Asia Pacific, Porsche is supporting and encouraging this engagement, as well as the ever increasing enthusiasm for GT sport in the Asian region. In future, the new centre in Shanghai will be the point of contact between the factory and motorsport customers with GT vehicles. It will be situated on an exclusive customer test ground: The first Porsche Driving Experience Centre in Asia is currently being built adjacent to the F1 racetrack of the Shanghai International Circuit (SIC), on which, among other things, the FIA World Endurance Championship is held. The opening of the 100,000-square-metre premises, including a test track, an off-road course and training rooms, is planned for the spring of 2018.

New body version of the Porsche Panamera

Asian premiere in Shanghai: Sport Turismo expands the Panamera model line

Porsche is expanding the Panamera family with the addition of a new body version: Just a few weeks after its world premiere at the Geneva Motor Show, the Panamera Sport Turismo is making its first appearance in Asia. Four versions are available on the Chinese market: Panamera 4, Panamera 4S, 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.

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, chassis systems such as rear axle steering, the Porsche Dynamic Chassis Control Sport (PDCC Sport) electronic roll stabilisation system and powerful, efficient 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. For the 4 E-Hybrid, S model, the Turbo and vehicles with higher specifications, adaptive air suspension with three-chamber technology is also supplied as standard.

The design and concept of an all-round sports car

Just like the coupé-style Panamera sports saloon, the Sport Turismo is characterised by its very dynamic proportions – and shaped by 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 a 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 increase 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.

The most powerful model in the Panamera model line celebrates its Asian launch

Long-term performance and plenty of space: Turbo S E-Hybrid Executive

Porsche continues to achieve high levels of performance over the long term. The new Panamera Turbo S E-Hybrid sees the sports car 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 Executive offers 850 Nm of torque. In the flagship long-wheelbase Panamera model, exclusively available in China as the Executive variant, this means an acceleration from zero to 100 km/h in 3.5 seconds and a top speed of 310 km/h. The boost strategy of the all-wheel drive Panamera comes from the 918 Spyder super sports car. In the New European Driving Cycle, the average fuel consumption is 2.9 l/100 km, and the new flagship model can drive on fully electric power for up to 50 kilometres (NEDC). The Panamera Turbo S E-Hybrid underlines Porsche's commitment to electromobility.

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 long-wheelbase luxury saloon to 100 km/h in just 3.5 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 sports car.

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 sports car 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 sports car drives distances of up to 50 kilometres (NEDC) 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 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 CO₂) and 16.2 kWh/100 km for electric power.

Extensive standard equipment package

As part of its standard equipment, the Panamera Turbo S E-Hybrid, which is available in China exclusively in the Executive variant (with 150-millimetre larger wheelbase), includes rear-axle steering, the Porsche Ceramic Composite Brake (PCCB), Porsche Dynamic Chassis Control Sport (PDCC Sport) with 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 market launch in China is scheduled for October 2017.

Entrance into the world of the long-wheelbase luxury saloon

Exclusive for China: Porsche Panamera Executive

Exclusively for the Chinese market, from October 2017 there will be a new long version of the sports saloon Panamera. The new Porsche Panamera Executive with a 243-kW (330-hp) three-litre V6 turbo engine and rear-wheel drive is characterised by the extended and individualised standard equipment of the Executive range at an attractive price. The Executive models are identified by small yet elegant embellishments on the exterior of the vehicles: On the sides, there are high-gloss silver strips in the door sills complemented by matching air outlet trims in the front wings. The front section features a decorative strip on the air intake, again in high-gloss silver. In addition, the new Panamera for the Chinese market features the word “Executive” in silver lettering in the C-pillar area.

All long-wheelbase Panamera models are equipped with a transparent panoramic roof as standard. With a length of 1,780 millimetres and width of up to 1,200 millimetres, this is the largest glass roof ever featured on a Porsche vehicle. The front section of the roof can be raised up and fully opened. The transparent roof can also be covered with two internal blinds.

In addition, all four Executive models benefit from adaptive air suspension with three-chamber technology including Porsche Active Suspension Management (PASM). The extended standard equipment includes comfort seats with multi-way electrical adjustment and comfort headrests in the rear, heated seats front and rear and a roll-up sunblind behind the headrests in the rear. An optional massage function is also available for all four seats. Ten air cushions in each backrest provide a relaxing massage at the push of a button, with a choice of five programmes and five intensity levels. Side airbags in the rear, included as standard, ensure high levels of safety. A large centre console with an additional smartphone slot and inductive antenna interface has been specially designed for the Executive models. The centre console can be ordered as an option.

Porsche Rear Seat Entertainment with high-end tablets

One of the highlights in the rear is the optional Porsche Rear Seat Entertainment (RSE). Especially when used as a chauffeur saloon, this creates a convenient high-tech workplace in the rear of the Panamera Executive thanks to the outstanding connectivity of the Rear Seat Entertainment. On longer journeys with the family, younger passengers will be delighted by the multifunctional features of the optional system.

At the heart of the Porsche Rear Seat Entertainment are two 10.1-inch touchscreens. These high-resolution, non-reflecting screens (1,920 × 1,200 pixels) attach to the backrests of the front seats and can also be used outside the Panamera. Background: The displays are two fully functional tablets with a robust, high-quality design that is tailored to match the interior of the Panamera.

The Panamera Rear Seat Entertainment uses the Android operating system. It features 32 GB of internal flash memory, which can be extended by means of a micro SD card. The touchscreens also feature a camera for conducting video calls and chats. Sound is played back via the speakers integrated in the touchscreens, the vehicle sound system or Porsche Bluetooth® headphones.

A wide range of digital sources can be used: PCM media can be accessed via the SD card, Jukebox, CD/DVD drive and USB stick. Rear passengers can also access the radio and optional TV tuner. Vehicle data can also be displayed, as well as the current navigation route with corresponding additional information. The Porsche Rear Seat Entertainment can also be used to enter the destination for the navigation system of the Porsche Communication Management (PCM).

A sporty new addition to the Porsche 911 family

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

With the GTS models making their Asian débuts at Auto China 2017, Porsche is expanding its 911 product line. Five variants are available in total: the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive – both of which are available as a Coupé and Cabriolet – and the 911 Targa 4 GTS with all-wheel drive. A newly developed turbocharger for the 3.0-litre six-cylinder flat engine increases power to 331 kW (450 hp). 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 in China exclusively with Porsche Doppelkupplung (PDK).

More power for more performance

The maximum torque of 550 Nm provides even better acceleration and flexibility values. The torque is available between 2,150 and 5,000 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 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.

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 CO₂ 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 with a width of 1,852 millimetres 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. From the rear, the GTS is unmistakable, with smoked tail lights, silk-gloss black air intake grill 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 911 Targa 4 GTS is also distinctive as it includes the characteristic Targa bar, supplied in black for the first time..

New Porsche Track Precision app and high-quality equipment

GTS genes also shape the interior. The stopwatch of the Sport Chrono Package (included as standard) 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 electronically adjusted in four ways 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.

New generation of the best-selling racing car in the world

911 GT3 Cup with ultra-modern drive

Boasting a completely redeveloped drive, the Porsche 911 GT3 Cup will be launched in Asia from the 2018 season. The rear of the world's most-produced GT racing car houses a 4.0-litre, six-cylinder flat engine for even more drive. Thanks to thoroughbred motorsport technology, the compact engine with direct fuel injection delivers peak performance of 357 kW (485 hp).

A range of innovative details improve efficiency in addition to engine performance, ensuring even better durability of the naturally aspirated engine in racing mode and reduced maintenance costs. A valve drive with rigidly mounted rocker arms and a central oil feed is being used for the very first time. What's more, an integrated oil centrifuge is used to optimise oil defoaming in the engine. A crankshaft with significantly increased rigidity has also been installed.

A new front apron and a new rear end improve the downforce of the new 911 GT3 Cup and therefore enhance traction and performance. The prominent 184-centimetre wide rear wing has been retained from the previous model. The wheel dimensions also remain unchanged: One-piece 18-inch racing rims with a central locking mechanism are used – with 270-millimetre Michelin racing slicks on the front axle, and a massive 310-millimetre tread on the rear axle. The intelligent aluminium-steel composite construction ensures maximum rigidity and a light-weight body. The new 911 GT3 Cup is ready to race, weighing in at just 1,200 kilograms.

The engineers have also once again focused specifically on driver safety during development. The driver is protected by a solid safety cage and an innovative, bucket-style racing seat that is moulded particularly heavily around the head and shoulder area. The enlarged rescue hatch in the roof, in line with the latest FIA standard, makes it easier to provide initial treatment and recovery following an accident.

The new GT3 Cup, which was first used this year exclusively for Formula 1 races at the Porsche Mobil 1 Supercup, the Porsche Carrera Cup Germany and the GT3 Cup Challenges in the USA and Canada, will be available from next year for the brand cups in Asia. In total, Porsche is organising 20 of these race series for customer teams around the world, with the 911 GT3

Cup being used exclusively. Some 3,133 units of the 911 GT3 Cup have been built in the 996, 997 and 991 model lines since 1998. This makes the brand cup racing car from Stuttgart the most-produced and most-sold racing car in the world.

Images in the Porsche Newsroom (<http://newsroom.porsche.com>) and in the Porsche press database (<https://presse.porsche.de>).

Fuel consumption and emissions

911 Carrera GTS: fuel consumption: 12.9–10.7 l/100 km urban, 7.3–6.9 l/100 km extra-urban, combined fuel consumption 9.4–8.3 l/100 km; CO₂ emissions 212–188 g/km

911 Carrera GTS Cabriolet: fuel consumption: 12.9–10.8 l/100 km urban, 7.3–7.0 l/100 km extra-urban, combined fuel consumption 9.4–8.4 l/100 km; CO₂ emissions 214–190 g/km

911 Carrera 4 GTS: fuel consumption: 13.0–10.9 l/100 km urban, 7.4–7.1 l/100 km extra-urban, combined fuel consumption 9.5–8.5 l/100 km; CO₂ emissions 216–192 g/km

911 Carrera 4 GTS Cabriolet: fuel consumption: 13.3–11.2 l/100 km urban, 7.6–7.3 l/100 km extra-urban, combined fuel consumption 9.7–8.7 l/100 km; CO₂ emissions 220–196 g/km

911 Targa 4 GTS: fuel consumption: 13.3–11.2 l/100 km urban, 7.6–7.3 l/100 km extra-urban, combined fuel consumption 9.7–8.7 l/100 km; CO₂ emissions 220–196 g/km

Panamera Turbo S E-Hybrid Executive: combined fuel consumption 2.9 l/100 km; combined energy consumption 16.2 kWh/100 km; CO₂ emissions 66 g/km

Panamera 4 Sport Turismo*: fuel consumption: 10.0–9.9 l/100 km urban, 6.7–6.6 l/100 km extra-urban, combined fuel consumption 7.9–7.8 l/100 km; CO₂ emissions 180–178 g/km

Panamera 4S Sport Turismo*: fuel consumption: 10.4–10.3 l/100 km urban, 6.9–6.8 l/100 km extra-urban, combined fuel consumption 8.3–8.2 l/100 km; CO₂ emissions 189–187 g/km

Panamera Turbo Sport Turismo*: fuel consumption: 13.1–12.9 l/100 km urban, 7.4–7.3 l/100 km extra-urban, combined fuel consumption 9.5–9.4 l/100 km; CO₂ 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; CO₂ emissions 59 g/km

** Range depends on the tyre set used*