



PORSCHE



Porsche Panamera Sport Turismo Models

Press Kit

The new 2018 Panamera Sport Turismo models

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Summary

Striking design and versatility characterize newest Panamera models

Two words usher in a new body style never before seen from Porsche: Sport Turismo.

The newest variant to the already-successful Panamera product line adds four new model variants for model year 2018 that maintain the athleticism of their sedan siblings. Simultaneously, the new five-door design creates an option for Porsche customers who desire a Panamera with increased luggage capacity, a rear seat with more luggage versatility and a lower loading edge for easier use.

As with the sedan, the five-door Panamera Sport Turismo models are available in a variety of powertrain configurations that include gasoline-only as well as plug-in hybrid options. All Sport Turismo models use the new eight-speed Porsche Doppelkupplung (PDK) transmission and come standard with Porsche Traction Management (PTM) all-wheel drive.

Powertrains A total of four powertrains – three gasoline and one plug-in hybrid – are available to power the Panamera Sport Turismo in the U.S. market.

Performance Depending on the variant, the Panamera Sport Turismo is capable of accelerating from 0 to 60 miles per hour in as little as 3.4 seconds (Panamera Turbo Sport Turismo equipped with the Sport Chrono package).

Chassis As with other versions of the model line, the Panamera Sport Turismo chassis is tuned to offer the responsiveness and handling characteristics of a sports car and the comfort of a luxury car. A combination of available equipment and electronics make it possible for the two personalities to co-exist. In line with the increased cargo capacity, Panamera Sport Turismo models offer an increased load weight. Consequently, the new model comes with larger front and rear brake discs on all model variants.

Design The Panamera Sport Turismo is distinguished by a unique rear section with a large tailgate, a lower loading edge than the sedan, increased cargo capacity and a new design to seat five. The roof transitions into an adaptive

spoiler that is key to the Porsche Active Aerodynamics (PAA) at work on this car. The spoiler is able to raise to three positions depending on situation and the selected vehicle settings to generate up to 110 lbs of additional down-force over the rear axle.

Interior

The longer roofline and new rear door increase cargo capacity to a maximum of 49 cubic feet (+1.7 cubic feet versus the sedan) that complement the flat load floor, which is available thanks to the new design.

Infotainment

The Porsche Advanced Cockpit (PAC) and the latest version of Porsche Communication Management (PCM) that debuted on the second-generation Panamera this year are present on all Sport Turismo models. An analogue tachometer sits at the center of the gauge cluster with a digital display beneath and twin seven-inch screens to the left and right. The 12.3-inch touch screen that serves as the main interface between vehicle occupants and the PCM is the dashboard's primary visual feature.

Pricing

The Panamera 4 Sport Turismo has a starting MSRP of \$96,200, while the Panamera 4 E-Hybrid has a starting MSRP of \$104,000. The Panamera 4S Sport Turismo starts at \$109,200 and the Panamera Turbo Sport Turismo starts at \$154,000. All prices exclude a processing and handling fee of \$1,050. The Panamera Sport Turismo models will be available through U.S. dealers in the third quarter of 2017.

A new chapter in Porsche design opens with the latest version of the second-generation Panamera

Four models join the Panamera family sharing a new five-door body style.

The second-generation Porsche Panamera line expands with a new series of models that offer increased versatility and striking design following the standard and extended wheelbase sedans.

The Panamera Sport Turismo is marked by a unique rear section with a large tailgate, low loading edge, increased luggage compartment capacity and a second row with three seat belts; a first for the model line. At the same time, the newest Panameras offer the combination of comfort and sportiness that made the Panamera a success.

Customers in the U.S. are able to choose between four different Sport Turismo models: the Panamera 4 Sport Turismo, Panamera 4 E-Hybrid Sport Turismo, Panamera 4S Sport Turismo and Panamera Turbo Sport Turismo. In each case, the new variants are offered exclusively with Porsche Traction Management (PTM) all-wheel drive and the new eight-speed Porsche Doppelkupplung (PDK) transmission.

Powertrains include turbo six- and eight-cylinder configurations and a PHEV

The Panamera 4 Sport Turismo uses a 3.0-liter V6 with a single, twin-scroll turbocharger making 330 horsepower to act as the entry-level model. The next performance level is the Panamera 4S Sport Turismo with a 2.9-liter twin-turbo V6 creating 440 horsepower. The Panamera 4 E-Hybrid Sport Turismo increases to 462 horsepower by combining the twin-turbo 2.9-liter V6 with an electric motor. Finally, the Panamera Turbo Sport Turismo creates 550 horsepower.

Every engine at work in the new Sport Turismo models was newly introduced with the second-generation Panamera. The Sport Turismo is available with three gasoline powertrains and one plug-in hybrid powertrain that adds an electric motor as a means of enhancing performance. Each of those powertrains uses a turbocharged gasoline engine that – in all configurations – shares the concept of housing the turbocharger or turbochargers within the “inner V” of the cylinders. The location of the turbochargers and resulting shorter exhaust paths ensure that the turbines are highly responsive. The direct fuel injectors are also positioned centrally in the combustion chamber to increase combustion cycle efficiency and improve responsiveness.

Each of the three engines are fitted with VarioCam Plus. The system allows the intake and exhaust camshafts each to be adjusted by 50 degrees and the valve lift of the intake valves to be activated. Variable valve lift and variable intake valve timing allows for low fuel consumption while maintaining agile engine response, particularly in the partial load range. The power of the engines is transferred to the two drive axles via an eight-speed Porsche Doppelkupplung (PDK) and the Porsche Traction Management (all-wheel drive PTM). All versions of the Panamera Sport Turismo are also fitted with a start/stop function and coasting mode.

Chassis systems

High performance, luxury and flexibility in a single vehicle

Every Sport Turismo model is designed to perform like a sports car. Even the 330 horsepower Panamera 4 Sport Turismo accelerates to 60 mph in 5.2 seconds (5.0 seconds with optional Sport Chrono Package) toward a top track speed of 160 mph. The Panamera Turbo Sport Turismo has a top track speed of 188 mph, and accelerates to 60 mph 3.6 seconds or only 3.4 seconds with the Sport Chrono Package.

The Sport Chrono Package is operated via a mode switch with Sport Response button on the steering wheel. The mode switch gives access to the four driving modes of Normal, Sport, Sport Plus and Individual. The Sport Response button is located in the center of the mode switch. This delivers the maximum power possible for 20 seconds; the responsiveness of the engine becomes sharper and the eight-speed PDK switches to more aggressive shift programming.

While the Sport Chrono Package can be ordered for all Panamera Sport Turismo models, it is standard equipment on the Panamera 4 E-Hybrid Sport Turismo. This model offers the hybrid-specific modes “E-Power” for electric-only driving, “Hybrid Auto” for an automatically controlled mix of the V6 engine and electric motor, “E-Hold” to retain battery power status and “E-Charge” to charge the battery from the V6 engine during the journey. These functions are selected via the mode switch or the PCM. In Sport Plus mode the Panamera 4 E-Hybrid also uses engine power in addition to

regenerative braking to replenish the battery. This strategy is designed to offer maximum performance potential by reserving power to provide acceleration boost in similar method to that used on the 918 Spyder super sports car.

Performance specification overview:

Panamera 4 Sport Turismo:

330 horsepower from 5400 – 6400 rpm; 331 lb-ft. of torque from 1340 – 4900 rpm;
160 mph top track speed; 0 to 60 mph in 5.2 / 5.0 seconds (with Sport Chrono Package)

Panamera 4 E-Hybrid Sport Turismo:

462 horsepower at 6000 rpm; 516 lb-ft. of torque from 1100 to 4500 rpm;
170 mph top track speed; 86 mph top EV speed; 0 to 60 mph in 4.4 seconds

Panamera 4S Sport Turismo:

440 horsepower from 5560 rpm to 6600 rpm; 405 lb-ft. of torque from 1750 rpm to 5500 rpm;
177 mph top track speed; 0 to 60 mph in 4.2 / 4.0 seconds (with Sport Chrono Package)

Panamera Turbo Sport Turismo:

550 horsepower from 5750 rpm to 6000 rpm; 567 lb-ft. of torque from 1960 to 4500 rpm;
190 mph top track speed; 0 to 60 mph in 3.6/3.4 seconds (with Sport Chrono Package)

Wide balance between performance and comfort

The Panamera Sport Turismo combines performance capability with luxury comfort through a range of optional innovative chassis systems that include rear-axle steering and a three-chamber adaptive air suspension including PASM (Porsche Active Suspension Management) electronic damper control. Customers may also specify Porsche Dynamic Chassis Control (PDCC) including Porsche Torque Vectoring Plus (PTV Plus). New for the second-generation Panamera, Porsche 4D Chassis Control reads information from all of those systems centrally in all three dimensions (longitudinal, lateral and vertical acceleration). It then allows all of the chassis systems to communicate in real time to make adjustments for optimal performance.

Compared to the sports sedan, the new Panamera Sport Turismo allows an even higher load weight. Porsche has therefore adjusted the brake system of the new model, and increased the size of the brake discs on all versions: The front brake disc diameter is 15.35 inches (390 millimeters), while the rear disc measures 14.37 inches (365 millimeters). For the Panamera Turbo Sport Turismo, the discs measure 16.14 inches (410 millimeters) in front, and 14.96 inches (380 millimeters) in the rear. As with the sports sedan, the Sports Turismo can also be ordered with Porsche Ceramic Composite Brakes (PCCB). Some 50 per cent lighter, the diameter of these extremely durable discs is 16.653 inches (420 millimeters) in front and 16.14 inches (410 millimeters) in the rear.

Balanced and tuned axle concept as the basis

Porsche uses a double-wishbone suspension with forged aluminum wishbones and hollow cast aluminum lightweight pivot bearings at the front of the Panamera Sport Turismo. The axle and elastokinematics ensure optimum agility and precision while maintaining a high level of comfort, which is further improved by a large-volume, hydraulically damped elastomer bearing on the lower wishbone. The anti-roll bar link on the pivot bearing also enables the use of monotube dampers, which optimize comfort. A screwed aluminum subframe in combination with the electromechanical steering also ensures excellent driving dynamic properties and agile handling. The rear axle uses a lightweight multi-link suspension with forged upper aluminum wishbones and hollow-cast lower aluminum wishbones. Again, the optimized axle and elastokinematics ensure maximum agility and precision with very high levels of comfort. The kinematics also enable the integration of rear-axle steering and the electromechanical PDCC Sport as well as the adaptive air suspension.

Rear-axle steering increases maneuverability

Porsche also offers optional rear-axle steering for the Panamera Sport Turismo. At low speeds of up to around 31 mph, the rear wheels steer in opposition to the front wheels – variable across the vehicle speed – up to a maximum steering angle of 2.8 degrees to virtually shorten the wheelbase. The advantages include more dynamic cornering and significantly improved maneuvering and parking in tight spaces. At speeds above 31 mph, the rear wheels turn in the same direction as the front axle to a varying degree depending on speed to provide a virtual wheelbase extension and increase

vehicle stability. The use of rear-axle steering also enables a significantly more direct steering ratio on the front axle and a turning radius of only 37.4 feet.

Porsche Active Suspension Management (PASM)

Porsche Active Suspension Management (PASM) is standard equipment on all Panamera Sport Turismo models. It continuously adjusts the damping for each wheel based on responds to road conditions and driving style. Three driving modes are available: “Normal,” “Sport” and “Sport Plus.” The tangible result is increased driving stability, performance and comfort. The potential of the PASM is even greater in combination with the adaptive air suspension because the damper characteristics and the spring rates can both be varied and combined in this case for a greater spread between sportiness and comfort.

Adaptive air suspension with PASM

Three of the four versions of the new Panamera Sport Turismo are fitted with three-chamber air suspension as standard; the air suspension is optionally available for the Panamera 4 Sport Turismo. In terms of comfort levels in particular, the adaptive air suspension sets new benchmarks. It has been vastly overhauled compared to the air suspension of the first-generation Panamera.

The current system has three air chambers per spring strut versus two on the first-generation Panamera and around 60 percent greater air volume. This enables a considerably larger spread of the spring rates. The chassis can be set to a lower basic spring rate for increased comfort, as the spring rate can be changed electronically in a fraction of a second where necessary – for example, during acceleration and braking or to reduce rolling motion.

The air suspension also offers the familiar advantages of the self-levelling function. In addition to the “Normal Level,” the system also offers a “Lift Level” and “Low Level.” The lift level raises the chassis by 0.78 inches (20 mm), which can help to prevent damage to the front spoiler, for example, when entering underground parking garages. The Low Level lowers the front axle by 1.1 inches (28

mm) and the rear axle by 0.78 inches (20 mm) to perfect the vehicle position on the road at high speeds and improve the aerodynamics.

Active anti-roll stabilization PDCC Sport including PTV Plus

In the Panamera Sport Turismo, the Porsche Dynamic Chassis Control Sport (PDCC Sport) optimizes vehicle dynamics with electromechanical anti-roll bars, which react significantly quicker than systems with hydraulic actuators. The end result is an appreciable reduction in body roll by stiffening the anti-roll bars.

In the Panamera, Porsche combines PDCC Sport with Porsche Torque Vectoring Plus (PTV Plus). The electronically controlled rear differential lock ensures variable drive torque distribution between the rear wheels, while selective wheel braking interventions generate additional steering torque on the rear axle. The result of this is even more agile steering behavior. In addition, PTV Plus delivers a noticeably higher level of traction when accelerating out of bends through targeted use of the differential lock.

Exterior

New design language for the luxury class

Michael Mauer and the head exterior designer Peter Varga were able to further refine the lines of the concept study presented at the 2012 Paris Motor Show and transfer this to mass production. Numerous elements ensure a powerful design, not least the pronounced shoulders in the style of a sports car.

The silhouette: Long roof line and striking D-pillar

Just like the Panamera sports sedan, the Sport Turismo is also marked by dynamic proportions and equally powerful and elegant design elements. The Panamera Sport Turismo models are 198.7 inches long, 56.2 inches high (Turbo: 56.4 inches), and 76.25 inches wide. It features a long wheel-base of 116.14 inches between the short body overhangs. As standard, the Panamera 4 Sport Turismo, 4 E-Hybrid Sport Turismo, and the 4S models are fitted with 19-inch rims; the Turbo Sport

Turismo comes with 20-inch wheels. As an option, Porsche offers 21-inch wheels for the Sport Turismo.

An elongated window line and equally long roof contour run above the powerful wheel arches and the pronounced shoulders. Together with the high gloss black painted B-pillar and C-pillar trims, the tinted side windows with heat-insulating glass form a sharp surface running towards the rear. This is framed by a narrow side window trim, which is finished in black or, for 4S models and higher, chrome. At the rear, the roof drops away much less dramatically than the window line, creating a striking, clear, and unmistakable D-pillar. This is inclined at an angle that is uncharacteristic for vehicles of this type, thus lending a sports car look in the shoulder area. One characteristic feature shared by all Panamera versions is the air outlet vents in the front fenders. On the 4 and 4S models, these are finished in high-gloss black, while on the Panamera Turbo Sport Turismo, they match the body color.

First adaptively extendible roof spoiler in the segment

In the tailgate area, the roof transitions into an adaptive spoiler, which is a key component of the Porsche Active Aerodynamics (PAA). The angle of the roof spoiler is automatically raised to three positions depending on the driving situation and selected vehicle settings, and generates an additional downforce of up to 110 lbs. on the rear axle. Up to a speed of 105 mph, the aerodynamic guide element reduces drag at an angle of minus seven degrees, thus optimizing fuel consumption. At speeds of over 105 mph, the roof spoiler automatically slides into the “Performance” position, increasing driving stability and lateral dynamics at an angle of one degree. If the optional panoramic roof system is opened, the angle of the roof spoiler changes again – in this case to minimize wind noise.

Interior

The first Panamera to seat five

The new Sport Turismo is the first Panamera to feature three rear seatbelts. The two outside seats take the form of individual seats. As an option, the Panamera Sport Turismo is also available in a four-seat configuration just like the sports sedan with two electrically adjustable individual seats at the rear.

Increased storage capacity: up to 49 cubic feet of luggage volume

The longer and therefore raised roof line at the rear of the Sport Turismo allows for easier entry and exit of the vehicle and ensures even more head clearance. The practicality of the luggage compartment also benefits from the longer roof line; the wide opening, electrically operated tailgate and a loading edge of just 24.8 inches are also beneficial. When loaded to the upper edge of the rear seats, the Sport Turismo offers up to 18.36 cubic feet of storage space, which is around 0.7 cubic feet more than the sports sedan; the Panamera 4 E-Hybrid Sport Turismo has a total volume of 15 cubic feet with its rear seats raised, or 45.73 cubic feet with them lowered. Those seats feature a 40:20:40 configuration and can be folded electrically from the luggage compartment to create a practically level loading floor.

The luggage compartment is also available with an optional 230 volt electrical socket for charging electrical equipment during the journey. In the rear, two standard USB sockets allow smartphones and tablets to be charged.

Connectivity

Porsche Advanced Cockpit: Digital display and control elements

The Porsche Advanced Cockpit is included in the Panamera Sport Turismo as standard. It is characterized by its high-resolution display and capacitive control elements. The classic tachometer in the center of the instrument cluster, meanwhile, pays analogue homage to the Porsche 356. The lower section of this analogue instrument contains a digital field, showing information such as the current speed. In the Panamera 4 E-Hybrid Sport Turismo, this instrument also contains the power meter.

To the left and right of the tachometer are two seven inch displays. The left display shows the virtual tachometer, the center of which displays information from the assistance systems, and in the case of the Panamera 4 E-Hybrid Sport Turismo, additional hybrid-specific information. This instrument is called “Speed & Assist”. To the right of the tachometer is the “Car & Info” display. The driver can use this to customize and view vehicle settings or display information from the on-board computer. Alongside the “Speed & Assist” and “Car & Info” displays, the driver can select from a defined range of options to individually configure two smaller round instruments. The settings for the instruments are operated using the buttons on the multi-function steering wheel.

Porsche Communication Management (PCM)

The switch panel between the driver and passenger is dominated by the 12.3 inch the Porsche Communication Management (PCM) touchscreen. Operation is based on multi-touch gesture control. The display also recognizes handwriting, which means the driver can simply write the navigation destination on the screen. As soon as a hand nears the PCM, it is detected by a proximity sensor and a sub-menu bar that offers additional context-related functions opens in the left of the display. If a sub-menu contains multiple pages, the user can simply scroll through the pages by swiping just like with a smartphone. On the right-hand side of the display, tiles – or widgets – can be expanded and customized in a defined layout.

Other features of the PCM include online navigation, mobile phone preparation, voice control and the audio interfaces. As standard, the PCM is linked to a 150-watt sound system. The PCM can also optionally be fitted with an optional 710-watt Bose® surround sound system or a 1,455-watt Burmester® 3D high-end surround sound system. Other optional equipment includes the Porsche Rear Seat Entertainment, a CD/DVD changer, and digital radio.

Connect Plus and Porsche Connect app as interfaces to the online world

As standard, the Panamera Sport Turismo includes Connect Plus, which adds Apple® CarPlay, Car Connect services, Connect app services, the Porsche Track Precision app and navigation and information services. In terms of hardware, it includes an LTE telephone module with a SIM card reader, a smartphone compartment and wireless Internet access. The numerous Car Connect services include Safety Services (breakdown assistance and automatic emergency call), vehicle statistics, vehicle status and car finder, speed fencing and geo-fencing, and the Porsche Vehicle Tracking System (PVTs), which also comes as standard. With speed fencing, the app sends a notification as soon as the vehicle exceeds a defined speed when driven by a third party; with geo-fencing, an alert is sent as soon as the Panamera leaves a specific area. PVTs is a theft detection system with a location and tracking function.

Panamera 4 E-Hybrid Sport Turismo owners also have access to remote control of hybrid functions – including battery and charge management. The services are controlled via a smartphone app and, depending on the function, via Apple® Watch.

Connect Plus also offers apps such as “Parking” (search for and check availability of parking spaces), “Fuel prices” (search for fuel stations and check prices), “Dictate messages” (dictate and send an SMS using voice control), “Twitter” (tweets are read out; information is displayed), “Train information”, “Flight information”, “Weather” (current location or destination), “Event info” and “Messages” – all of which can be easily activated as menu items in PCM. The Porsche Connect app enables the driver to search for the required destination using a smartphone and Google before getting behind the wheel, and then to transfer this saved destination to PCM in the car. Calendar

entries and contacts with address information can be displayed, updated and set as destinations in PCM. Alternatively, smartphone photos linked with GPS data can also be used as navigation destinations.

Center console functions configured using Direct Touch Control

In the center console, a control panel with a high-quality glass look and touch-sensitive buttons offers intuitive control of various functions for vehicle and climate control. In combination with the optional four-zone climate control and individual comfort seats, the rear passengers also have access to a seven-inch, high-resolution touchscreen display to control climate and infotainment functions. In order to accommodate the new seat configuration, the rear climate control panel moves to sit in front of the third seat.

Assistance systems

Innovative systems for more safety and comfort

The new Panamera Sport Turismo features a wide range of standard and optional assistance systems. Among the most important safety systems is the optional Night View Assist, which uses a thermal imaging camera to detect people and larger animals and provides corresponding colored warnings in the cockpit. The Panamera is also optionally available with Lane Change Assist and Lane Keeping Assist with traffic sign recognition. Later in the year, customers in the U.S. will be able to take delivery of their cars with Porsche InnoDrive.

The Porsche InnoDrive uses three-dimensional, high-resolution navigation data, it calculates, and subsequently activates acceleration and deceleration values, gear selections and coasting specifications based on the next 1.86 miles (three kilometers). In doing so, this electronic co-pilot takes corners, gradients and maximum speeds into account. The radar and video sensors detect other vehicles and speed limits and include them in the control process.

2018 Panamera Pricing and Availability

The 2018 Panamera Sport Turismo models will be available through U.S. dealers starting in the third quarter of 2017. The Panamera Turbo S E-Hybrid will be available in Q4, 2017. All prices exclude a processing and handling fee of \$1,050.

Panamera	\$85,000
Panamera 4	\$89,600
Panamera 4 E-Hybrid	\$99,600
Panamera 4S	\$103,000
Panamera Turbo	\$150,000
Panamera Turbo S E-Hybrid	\$184,400
Panamera 4 Executive	\$96,300
Panamera 4 E-Hybrid Executive	\$104,100
Panamera 4S Executive	\$113,900
Panamera Turbo Executive	\$160,000
Panamera Turbo S E-Hybrid Executive	\$194,800
Panamera 4 Sport Turismo	\$96,200
Panamera 4 E-Hybrid Sport Turismo	\$104,000
Panamera 4S Sport Turismo	\$109,200
Panamera Turbo Sport Turismo	\$154,000