



The new Porsche Panamera Turbo S E-Hybrid

Press kit

Contents

Highlights The Turbo S E-Hybrid is the most powerful model in the Panamera line	3
Summary -- New Panamera top model with the drive concept of the 918 Spyder	4
Plug-in hybrid and all-wheel drive -- Next level of hybrid performance	5
Chassis and chassis systems -- Handling performance	7
Interior -- Connectivity and technology	10
Assistance and comfort systems -- Networked intelligence	13
Exterior	14
Standard equipment and options	15
Pricing and availability	20

Highlights**The Turbo S E-Hybrid is the most powerful Panamera ever****1. The flagship of the model line.**

The Turbo S E-Hybrid is the first model with a plug-in hybrid drive to be chosen as the flagship model for the line.

2. Accelerates like a 911.

The new plug-in hybrid drive delivers 626 lb-ft. of, taking the Sport sedan to 60 mph in 3.2 seconds (Executive: 3.3 seconds).

3. Inspired by the 918 Spyder.

The boost strategy was adapted from the 918 Spyder; the electric drive is not only energy-efficient, but also provides additional thrust.

4. Sustainable use of energy.

Up to 31 miles of EV range according to the New European Driving Cycle (NEDC); EPA ratings to be announced.

5. Emission-free local driving.

With an electric range of up to 31 miles (50 kilometers) (based on the NEDC), the Panamera Turbo S E-Hybrid can drive a respectable distance on electrical power alone.

6. Extended range of equipment.

The top model features a significantly extended range of standard equipment, including air suspension, ceramic brakes, 21-inch wheels, an active chassis and a Bose[®] sound system.

7. All-wheel drive as standard.

The new Panamera Turbo S E-Hybrid is delivered with active all-wheel drive (Porsche Traction Management) as standard.

8. Two wheelbases.

An Executive model of the Panamera Turbo S E-Hybrid with long wheelbase is available as an option.

Summary**New flagship Panamera powertrain inspired by the 918 Spyder**

With an unprecedented combination of performance, comfort and efficiency, the new 680 horsepower 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 192 mph (310 km/h) – is powered by a 136-horsepower electric motor and a twin-turbo V8 creating 550 horsepower.

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. Peak torque of 626 lb-ft. is available just above idle at 1,400 rpm, and remains constant up to 5,500 rpm. The electric motor and V8 engine take the Porsche to 60 mph in 3.2 seconds, or 3.3 seconds in the extended wheelbase Executive model. 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.

Electric range of up to 31 miles (50 kilometers) for emission-free local driving

This exceptional performance comes coupled with outstanding efficiency. EPA fuel economy estimates have yet to be announced, but average consumption in the New European Driving Cycle (NEDC) is 2.9 l/100 km; electricity consumption is 16.2 kWh/100 km. Based on that standard, the top model in the Panamera line can travel up to 31 miles (50 kilometers) on electricity alone.

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.

Plug-in technology and all-wheel drive**Next level in hybrid performance**

Porsche is once again showcasing the huge performance potential of hybrid technology in the new Panamera Turbo S E-Hybrid. In this top model in the line, Porsche combines a 136 horsepower (100 kW) electric motor with a 550 horsepower twin-turbo V8 engine that create a combined total of 680 horsepower from 5,750 to 6,000 rpm and 626 lb-ft. of torque between 1,400 and 6,000 rpm.

Electric clutch actuator and rapid eight-speed PDK

The electric motor and the petrol engine are connected via a decoupler in the Porsche hybrid module. This electromechanically actuated Electric Clutch Actuator (ECA) guarantees fast response times and exceptional comfort. The fast-shifting, eight-speed Porsche Doppelkupplung (PDK) is used to transmit power to the standard active all-wheel drive system Porsche Traction Management (PTM). The plug-in hybrid drive takes the new Panamera top model to 60 mph in 3.2 seconds or 3.3 seconds for the extended wheelbase Executive model. Using only electric power, the car can travel at up to 86 mph or up to a top track speed of 192 mph using the full powertrain.

Four-liter twin-turbo V8 with 550 horsepower and 626 lb-ft. of torque

The 4.0-liter twin-turbo V8 in the Panamera Turbo is compact and comparatively light with a specific output of 137.5 horsepower per liter. The dominant technical characteristics of the V8 direct fuel injection engine are a central turbo layout with two twin-scroll internal-V turbochargers and injectors positioned in the center of the combustion chamber.

To optimize engine response, air is directed through a two-tract system – after flowing through the charge-air coolers to the left and right in front of the V8, the outside air is guided into the left and right cylinder banks, passing through a throttle valve on the way. The charge-air cooler significantly reduces the temperature of the process air, which has been heated up during compression. This process increases the density of the air, which in turn increases the amount of oxygen in the cylinder, boosting the overall efficiency of the engine. The maximum boost pressure of the turbochargers is 29 psi (2.0 bar). Other distinguishing features include a race-track-compatible oil circuit (layout designed to compensate for extreme longitudinal acceleration and latitudinal acceleration) and a virtually wear-free coating on the cylinder tracks.

Start with “E-Power”

The Panamera Turbo S E-Hybrid starts in the purely electric “E-Power” mode by default. 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 the engine and electric motor is available.

“Hybrid Auto” mode uses topography and navigation to save energy

The Sport Chrono Package, including the mode switch integrated into the steering wheel, forms part of the standard equipment on the Panamera Turbo S E-Hybrid. The mode switch and the Porsche Communication Management system are used to select the various driving modes. These modes include the familiar “Sport” and “Sport Plus” modes from the other Panamera models equipped with the Sport Chrono Package, but adds three hybrid-specific modes: “E-Power”, “Hybrid Auto”, “E-Hold” and “E-Charge”.

E-Power

In “E-Power” mode, the Panamera Turbo S E-Hybrid drives up to 31 miles (50 kilometers NEDC) on electricity alone for emissions-free local journeys.

Hybrid Auto

The “Hybrid Auto” mode is a completely new development. When this mode is selected, the Panamera changes and combines the drive sources automatically for ultimate efficiency.

E-Hold

The “E-Hold” mode allows drivers to consciously conserve the current state of charge to enable them to switch to electric and therefore zero-emissions mode in an environmental zone at their destination, for example.

E-Charge

In “E-Charge” mode, gasoline engine generates more power than is needed to move the car. The excess energy is channeled into the battery for later use.

Sport and Sport Plus PlusThe highest level of drive performance is made available in the “Sport” and “Sport Plus” modes. The twin-turbo V8 is active continuously in these modes. In “Sport” mode, the battery charge is always maintained at a minimum level to ensure that sufficient boost reserve capacity is available when needed. “Sport Plus” mode is all about maximum performance. In addition, the battery is charged as quickly as possible to ensure maximum performance.

Chassis and chassis systems

Wide balance between performance and comfort

In keeping with the overall concept of the Panamera, the chassis combines the ride comfort of a luxury sedan with the performance of a true sports car. The basic chassis layout is complemented by a multitude of innovative systems designed for maximum comfort and performance. Virtually all of these assistance and convenience systems are part of the standard specification of the new Panamera Turbo S E-Hybrid – including adaptive air suspension with Porsche Active Suspension Management (PASM), the active chassis control system and anti-roll system Porsche Dynamic Chassis Control Sport (PDCC Sport) with Porsche Torque Vectoring Plus (PTV Plus) and the Porsche Ceramic Composite Brake (PCCB). In the Panamera Turbo S E-Hybrid Executive, which features an extended wheelbase, rear-axle steering is also standard. By integrating rear-axle steering, Porsche is bringing the steering precision and handling characteristics of the sports car to the luxury sedan class. In all Panamera models, the integrated Porsche 4D Chassis Control system analyzes and synchronizes all chassis systems in real time, providing data which is used to optimize handling.

Based on a harmonious axle concept

At the front of the Panamera, Porsche deploys double wishbone suspension with forged aluminum wishbones and hollow-cast lightweight aluminum swivel bearings. A hydraulically damped elastomer bearing on the lower wishbone is designed to boost comfort. The anti-roll bar link on the pivot bearing also enables the use of monotube dampers, which optimize

comfort. In combination with electromechanical steering, the rigid aluminum auxiliary frame guarantees dynamic performance and agile handling. The rear axle uses a lightweight multi-link suspension with forged upper aluminum wishbones and hollow-cast lower aluminum wishbones. Here, too, optimized axle and elastokinematics enhance agility, precision and comfort.

Rear-axle steering as standard in the Panamera Turbo S E-Hybrid Executive

The Panamera Turbo S E-Hybrid Executive is equipped as standard with rear-axle steering, which is available as an option on the standard wheelbase version. At low speeds up to around 31 mph (50 km/h), the rear wheels steer in the opposite direction to the front wheels – variable across the vehicle speed – up to a maximum steering angle of 2.8 degrees to effectively “shorten” the wheelbase. The advantages include more dynamic cornering and significantly improved maneuvering and parking in tight spaces.

At speeds above roughly 31 mph (50 km/h), the rear wheels turn in the same direction as the front axle depending on the speed. Here, rear-axle steering serves to effectively lengthen the wheelbase, which increases stability at higher speeds. Rear-axle steering is an active safety system that optimizes drive dynamics; it also boosts comfort by reducing the required steering angle at low speeds. The integration of rear-axle steering also results in a more direct steering ratio on the front axle.

Integrated Porsche 4D Chassis Control

Porsche 4D Chassis Control is a centrally networked system. It analyzes the current driving situation centrally in all three dimensions (longitudinal, lateral and vertical acceleration), uses these findings to calculate optimum information about the driving status, and makes this information available to all chassis systems uniformly and in real time – creating a fourth dimension in chassis control. As a result, the systems are able to respond to the imminent driving situation in an integrated manner. For example, when steering dynamically into a bend, the electronic damper control system PASM, the adaptive air suspension, rear-axle steering, PTV Plus and PDCC Sport systems work together to ensure optimum steering

behavior, exceptional agility and stability. Porsche 4D Chassis Control issues a pulse to the chassis systems as soon as the car starts steering into the corner. This means that the systems are able to respond promptly and ensure maximum performance around bends.

Porsche Active Suspension Management (PASM)

Porsche Active Suspension Management (PASM), which is also part of the standard specification, is an electronic damping control system. The system responds to the road condition and driving style, using the information it gleans to adjust the suspension on each individual wheel. The dampers in the latest Panamera also boost responsiveness, fine-tuning the balance between comfort and sportiness. Three driving modes are available: "Normal", "Sport" and "Sport Plus". The PASM functions as follows: Sensors monitor the body movements such as those that occur during heavy acceleration, braking, fast cornering, or on uneven road surfaces. The PASM then sends the captured data to the Porsche 4D Chassis Control. The control center determines the current driving conditions and, depending on the active mode, sets the damper hardness for PASM and the damper characteristics and spring rates for the adaptive air suspension system. The 4D Chassis Control also coordinates the control parameters of the other electronic chassis systems. The result: enhanced vehicle stability, performance and comfort.

Adaptive air suspension with PASM

The Panamera Turbo S E-Hybrid is equipped with an adaptive three-chamber air suspension system as standard. 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 instead of two switchable air chambers per spring strut 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

The Porsche Dynamic Chassis Control Sport (PDCC Sport) system optimizes driving dynamics through the integration of electromechanical anti-roll bars. The system reacts significantly quicker than systems with hydraulic actuators and stiffens the anti-roll bars to prevent rolling of the body. In the Panamera, Porsche combines PDCC Sport with Porsche Torque Vectoring Plus (PTV Plus).

The electronically controlled rear differential lock ensures that the drive torque is distributed in varying proportions across the rear wheels, while wheel-selective braking interventions generate additional steering torque on the rear axle – The result of this is even more agile steering behavior. PTV Plus also delivers a noticeably higher level of traction when accelerating out of bends through targeted use of the differential lock.

Interior

Porsche Advanced Cockpit with hybrid-specific displays

The Porsche Advanced Cockpit, which features touch-sensitive panels and individually configurable displays, is a highlight of the interior design. The interactive cockpit takes the form of two seven-inch screens to the left and right of an analogue tachometer. The Panamera Turbo S E-Hybrid is distinguished from non-hybrid models by its unique power meter with an acid-green indicator and “turbo S” logo. The power meter shows the amount of electrical energy currently being used or the energy being recovered through recuperation. To the left is the “Speed & Assist” instrument and to the right is the “Car & Info” display. The entire system is controlled via 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 touchscreen display of the Porsche Communication Management (PCM) that the driver can use to access hybrid-specific driving data in addition to a variety of climate, entertainment and vehicle settings. The PCM

in hybrid models includes a “boost assistant” that shows available energy and a “hybrid assistant” that offers guidance to show driving efficiency. The display is operated using multi-touch gestures. As with a smartphone or tablet, navigation maps, for example, can be rotated in any direction with two fingers. 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 features a customizable section where the driver may select favorite features for quick access. The PCM can also be expanded with the addition of a CD/DVD

changer, a digital radio, a Burmester[®] sound system (Bose[®] sound system is standard on the Turbo S E-Hybrid) and a Porsche Rear Seat Entertainment System.

Controlling the hybrid functions via Porsche Connect

One of the standard functions of PCM is Porsche Connect Plus. This interface to the online world includes Apple[®] CarPlay and the Porsche Car Connect app (PCC). Drivers of Panamera hybrid models can use the app on their smartphone or Apple[®] Watch to access hybrid-specific Car Connect services, including battery and charge management and the ability to control hybrid functions remotely. The battery and charge management feature, for example, allows the driver to view important information on the charge status of the car, including the purely electrical range and total range, the current charge levels of the hybrid battery and the remaining charging time. The remote control function enables the driver to control hybrid-specific functions, including starting the charging process or setting the latest possible charging finish time. The app can also remotely cool or heat the passenger compartment before starting the engine.

The smartphone and Apple[®] Watch apps can also be used to control other PCC functions, including Safety Services (breakdown assistance and automatic emergency calls), Security Services, vehicle statistics, vehicle status and Carfinder, speed fencing and geo-fencing and the Porsche Vehicle Tracking System (PVTs Plus). With speed fencing, the app warns the user when the car exceeds a

defined speed when being driven by a third party; geo-fencing informs the user when the Panamera leaves a specific area. PVTs Plus refers to a theft detection system with a location and tracking

feature. PCM also includes an LTE telephone module with SIM card reader, wireless Internet access (Wi-Fi hotspot), real-time traffic information, Google[®] Earth and Google[®] Street View. The Porsche

Connect App (PCM Connect) provides another level of online interaction; this app is also part of the standard Porsche Connect Plus package. PCM Connect 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. A further innovative new feature Alternatively, smartphone photos linked with GPS data can also be used as navigation destinations.

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.

Two sound systems delivering 710 and 1,465 watts respectively

The Panamera Turbo S E-Hybrid is equipped with a Bose[®] sound system as standard. Key information: 14 loudspeakers including passive subwoofer, 14 amplifier channels and a total output of 710 watts. As an option on its top-of-the-range model, Porsche offers a powerful 1,455 watt 3D high-end surround sound system by Burmester[®], with 20 speakers and an active subwoofer. Two additional USB charging points and a 12-volt socket in the rear ensure that smartphones and tablets in the Panamera are kept fully charged – even if the playlists on these devices are in constant use as a media source for the sound systems.

Porsche Rear Seat Entertainment

At the heart of the optional Porsche Rear Seat Entertainment system are two 10-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 as tablets away from the Panamera. Sound for the Rear Seat

Entertainment is played back via the loudspeakers 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. Passengers in the rear can also control the radio. 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 PCM. Rear-seat passengers can access all content in the Google® Play Store, significantly broadening the range of entertainment on offer. The Porsche Rear Seat Entertainment system can either be controlled via the touchscreens or the PCM. The Porsche Rear Seat Entertainment system uses the Android operating system. It features 32 GB of internal flash memory, which can be extended by means of a microSD card. The touchscreens also feature a camera for conducting video calls and chats.

Sports performance with ample room for four

The new Porsche Panamera Turbo S E-Hybrid provides ample room for four people to travel in comfort; there is sufficient space in the rear for the car to be used as a chauffeur-driven vehicle. This is particularly true of the Executive model, which boasts a 5.9-inch (150-millimeter) wheelbase extension. Both versions feature three foldable rear seats in a 40:20:40 configuration. Depending on the seat configuration, the luggage compartment volume measures between 14.3 (405 liters) and 43.9 cubic feet (1,245 liters) or up to 49.26 cubic feet (1,395 liters) for Executive models.

Assistance and comfort systems

Innovative systems for more safety and comfort

The Panamera Turbo S E-Hybrid 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.

Exterior

The design of the new Panamera is a bridge to the Porsche 911

The new Panamera Turbo S E-Hybrid is based on the second generation of this model line. The car is 198.77 inches (5,049 mm) long, 76.25 inches (1,937 mm) wide (excluding exterior mirrors) and 56.18 inches (1,427 mm) tall. The wheelbase measures 116.14 inches (2,950 mm). The wheelbase of the Panamera Turbo S E-Hybrid Executive measures 122 inches (3,100 mm); the Executive model is 204.6 inches (5,199 mm) long and 56.3 inches (1,432 mm) tall. In both body versions, the car's long length and width, combined with its comparatively low height, result in an exceptionally dynamic vehicle design.

Roof with charismatic Porsche flyline

Silhouette: With its dynamic sloping roof, the sides of the car reflect the typical sports car silhouette. At the rear, this sloping roof flows into the charismatic Porsche flyline – a unique design characteristic used on all Porsche coupés. The two clear lines running along the side of the roof create a lowering effect. The unique side windows appear to form a single, uninterrupted unit, in a deliberate aesthetic reference to the familiar lines of the Porsche 911.

LED light strip and 4-way rear spoiler

From the rear, the most distinctive feature by far – alongside the three-dimensional Porsche lettering – is the three-dimensional LED rear light system with integrated four-point brake lights; the rear lights are connected by a narrow strip of LEDs. All of these elements combine to form a unique and unmistakable night design. Integrated seamlessly into the standard electronic tailgate is the retractable rear spoiler. When extended, the four-way wing of the top-of-the-range model splits, increasing its surface area. Along the bottom edge of the rear is a diffuser that integrates brushed stainless steel twin tailpipes into the rear fascia.

Standard equipment**Air suspension, 21-inch wheels and ceramic brakes as standard**

Like the 4 E-Hybrid, the second plug-in hybrid model in the Panamera series also features adaptive three-chamber air suspension with Porsche Active Suspension Management (PASM) and Porsche's all-wheel drive system, Porsche Traction Management (PTM), as standard. The extended standard equipment of the Panamera Turbo S E-Hybrid includes the active chassis control system and anti-roll system Porsche Dynamic Chassis Control Sport (PDCC Sport) with Porsche Torque Vectoring Plus (PTV Plus), 21-inch alloy wheels in 911 Turbo design and the Porsche Ceramic Composite Brake (PCCB). Hybrid-specific equipment includes the Porsche Universal Charger with a carrying bag and wall mount, a vehicle cable to connect the control unit and the car (2.5 meters) and two supply cables for connecting to either a 120-volt home or 400-volt industrial outlet to the operator control unit.

Extensive range of colors as standard

The external look of the top-of-the-range Panamera model is characterized by its brushed stainless steel twin tailpipes, the 'e-hybrid' logo on the side and the model name on the tailgate in silver (high-gloss) with "Acid Green" edging, brake calipers in "Acid Green", LED main headlights with the Porsche Dynamic Light System (PDLS) and the automatically retractable four-way rear spoiler. The Panamera Turbo S E-Hybrid can be painted as standard in non-metallic "Black" and "White", or metallic "Carrara White Metallic", "Jet Black Metallic", "Vulcan Grey Metallic", "Rhodium Silver Metallic", "Sapphire Blue Metallic", "Night Blue Metallic", "Agate Grey Metallic", "Mahogany Metallic", "Burgundy Red Metallic" and "Ristretto Brown Metallic". Optional special colors and individual paint finishes are also available.

14-way seats, Bose[®] sound system and full leather interior

The range of standard equipment inside the vehicle has also been expanded. The Panamera Turbo S E-Hybrid is equipped as standard with auxiliary air conditioning, front comfort seats with electrical 14-way adjustment and memory package, heated seats front and rear, a leather interior in "Black," "Saddle Brown," "Agate Grey" or "Marsala," an electrically adjustable (height and position) multi-function steering wheel, a wood interior package in Dark Walnut, roof lining in Alcantara, door posts and sun visors in Alcantara and a 710-watt Bose[®] sound system.

Extended and individualized equipment for Executive model

The Panamera Turbo S E-Hybrid Executive comes with even more equipment as standard. On the outside, the Executive models are identified by small yet elegant embellishments: On the sides, there are two high-gloss silver strips in the door sills complemented by matching air outlet trims in the front fascia. The front section features a decorative strip on the air intake, again in high-gloss silver. The Panamera Turbo S E-Hybrid Executive is also supplied as standard with ambient lighting, a feature that allows the owner to choose from seven different interior light settings focused at the rear of the car. The car is also equipped with ParkAssist, including a reversing camera, and Soft-Close doors (with automatic closing mechanism).

Special features**New Porsche Panamera is designed for individuality**

The likelihood of ever coming across two identical Panamera Turbo S E-Hybrids is very low for two key reasons. First, Porsche offers a wide range of options for the Panamera, with twelve standard exterior colors and ten interior colors. Secondly, in addition to the range of options available via the Configurator, the Panamera can also be tailored to the driver's own requirements via Porsche Exclusive. This level of personalization is achievable thanks to the innovative Porsche manufacturing concept. This concept combines ultra-modern, digitalized and automated production processes with custom manufacture. For example, in addition to the colors available in the Configurator, Porsche is able to offer the Panamera Turbo S E-Hybrid in virtually any color imaginable via Porsche Exclusive. The overview below describes a selection of the main options available for the Panamera via the Configurator (see separate chapter for assistance systems).

Leather and interior finish

Five interior packages

There is almost no limit to the customization options available for the interior of the Panamera. Personalization begins with one of five packages: the "Painted interior package", the "Leather interior package", the "Carbon interior package", the "Aluminum interior package" and the "Wood interior package". Depending on the option chosen, the decorative panelling on the switch panel and doors, and the decorative element on the center console, are painted or finished in leather, carbon, aluminum or wood. The available wood finishes are "Dark Walnut" (standard on the Panamera Turbo S E-Hybrid), "Anthracite Birch", "Sweetgum" or "Paldao."

Steering wheel in carbon or wood

The multi-function steering wheel can also be ordered in leather/carbon or leather/wood; in both cases, the steering wheel is heated.

Driving dynamics

Sport exhaust system

Modified, original-design rear muffler with brushed stainless steel or high-gloss black sports tailpipes.

Exterior

"SportDesign" packages

Individually designed SportDesign front end painted in the vehicle color and with black air intakes and C-blades, SportDesign sideskirts and a SportDesign rear apron in the exterior color with a black rear diffuser. Black elements can be ordered with a silk or high-gloss finish; SportDesign sideskirts are available separately.

Ionizer

Ionization technology is used to improve air quality inside the Panamera. Background: Ionization reduces the amount of bacteria and harmful particles in the air.

Seating

Adaptive Sports Seats at the front (electric 18-way adjustment) with memory package

The highly ergonomic sports seats are differentiated from their conventional counterparts by their own unique seam construction and the increased height of the seat side bolsters. The rear seats also feature an individual design. In the front, the seat sides can also be adjusted; in total, the seat can be adjusted in 18 different ways.

Comfort seats/sports seats in the rear (8-way, electric) with memory package

As an option, the individual seats in the rear are also available with electric adjustment (backrest angle, seat surface length and four-way adjustable lumbar support). The rear seats also feature a memory function. If the rear comfort seats in the Panamera are equipped with seat heating and ventilation, the rear seats can also be ordered with wider comfort headrests. (Executive series).

Heated seats/seat ventilation/massage function

The Panamera Turbo S E-Hybrid features front and rear heated seats as standard. The seats can also be ordered with an optional ventilation and massage function.

Comfort systems

Soft-close doors

Door closing mechanisms are automatically engaged when the door is shut.

2018 Panamera Turbo S-E Hybrid pricing and availability

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

Panamera Turbo S E-Hybrid	\$184,400
Panamera Turbo S E-Hybrid Executive	\$194,800