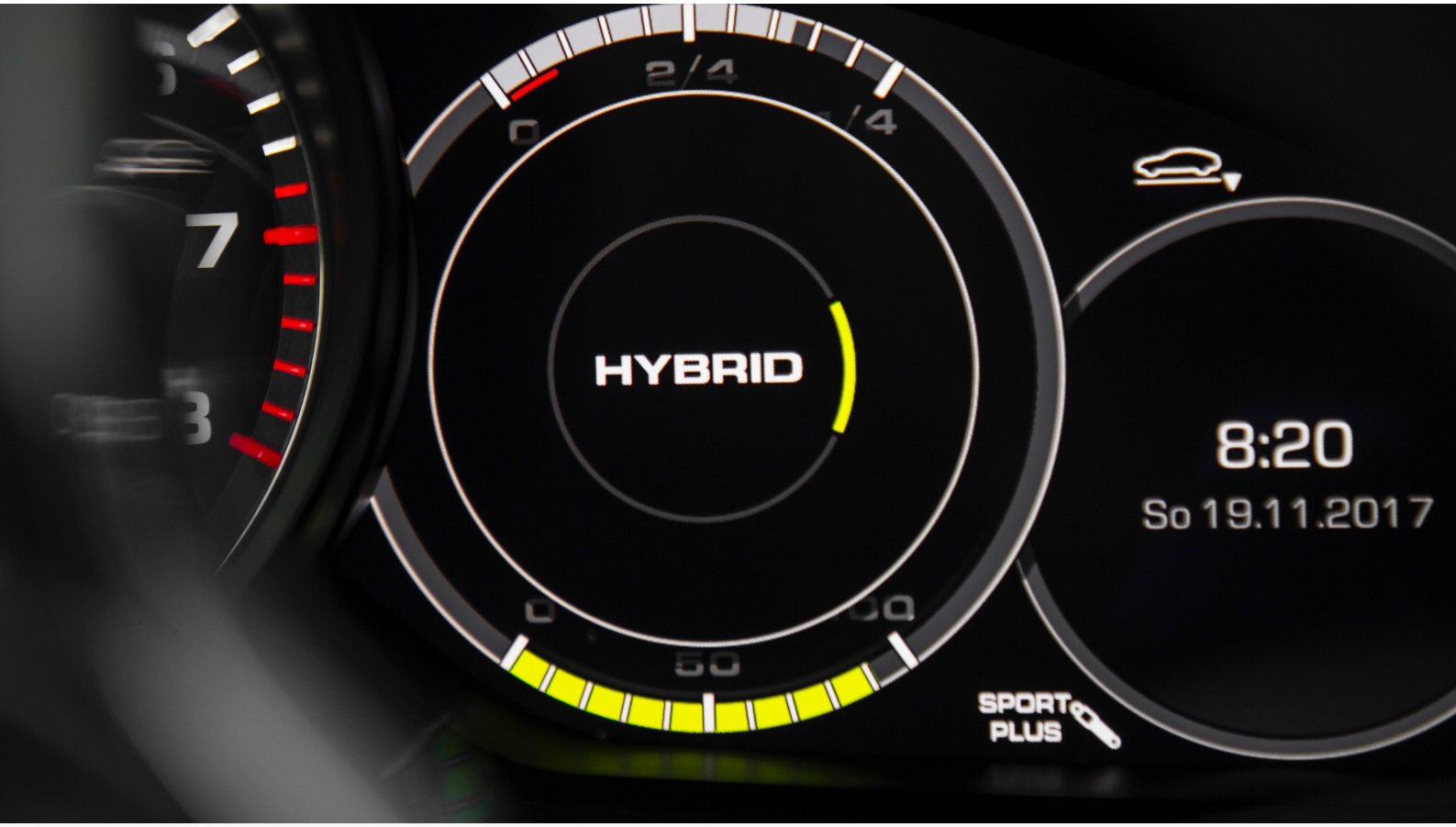


Highest level of hybrid performance

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07/12/2017 Plug-in hybrid and all-wheel drive: Following in the tracks of the Panamera 4 E-Hybrid Sport Turismo Porsche is once again showcasing the huge performance potential of hybrid technology in the Panamera Turbo S E-Hybrid Sport Turismo.

In this top model in the line, Porsche combines a 100-kW (136-hp) electric motor with a 404-kW (550-hp) V8 biturbo engine. With the electric motor and the engine working in tandem, the car has a system power of 500 kW (680 hp; Fuel consumption combined 3.0 l/100 km; CO_2 emissions 69 g/km; electricity consumption (combined) 17.6 kWh/100 km) and 850 Nm of system torque at its disposal. The boost strategy deployed in the drive was taken from the 918 Spyder: The electric drive not only delivers exceptional energy efficiency, but also additional thrust – creating an additional electric turbo that enables Porsche to rightfully position the Panamera sports car in the same class as its large touring counterparts.

Electric Clutch Actuator and fast-shifting eight-speed PDK

The electric motor and the V8 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 eight-speed Porsche Doppelkupplung (PDK) is used to transmit power to the standard adaptive all-wheel drive system Porsche Traction Management (PTM). The plug-in hybrid drive enables the new top model to reach 100 km/h in 3.4 seconds. The top speed of the most powerful Sport Turismo is 310 km/h.

Liquid-cooled lithium-ion battery

The electric motor is supplied with power via a liquid-cooled lithium-ion battery with an energy content of 14.1 kWh. The high-voltage battery integrated in the rear is fully charged within six hours at 10 A via a 230-V connection. If the Panamera Sport Turismo 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 or the Porsche Connect app (for smartphones and Apple®Watch). Moreover, the Panamera Turbo S E-Hybrid Sport Turismo is fitted with auxiliary air conditioning to cool or heat the passenger compartment even during charging using energy from the power grid.

Start with “E-Power” and A+ energy efficiency class in Germany

The Panamera Turbo S E-Hybrid Sport Turismo starts in the electric “E-Power” mode as standard. The Porsche therefore drives up to 49 kilometres locally 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 the electric motor and the engine is available. Consumption in the New European Driving Cycle (NEDC) for plug-in hybrid models amounts to 3.0 l/100 km for super-grade petrol (equivalent to 69 g/km of CO2) and 17.6 kWh/100 km for electric power. The fact that the Porsche Panamera Turbo S E-Hybrid Sport Turismo has been awarded Germany's top energy efficiency class of A+ proves how efficiently the car converts energy into motion.

“Hybrid Auto” mode allows most efficient operation

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 Sport Turismo. 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. The hybrid-specific modes are “E-Power”, “Hybrid Auto”, “E-Hold” and “E-Charge”.

Link Collection

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