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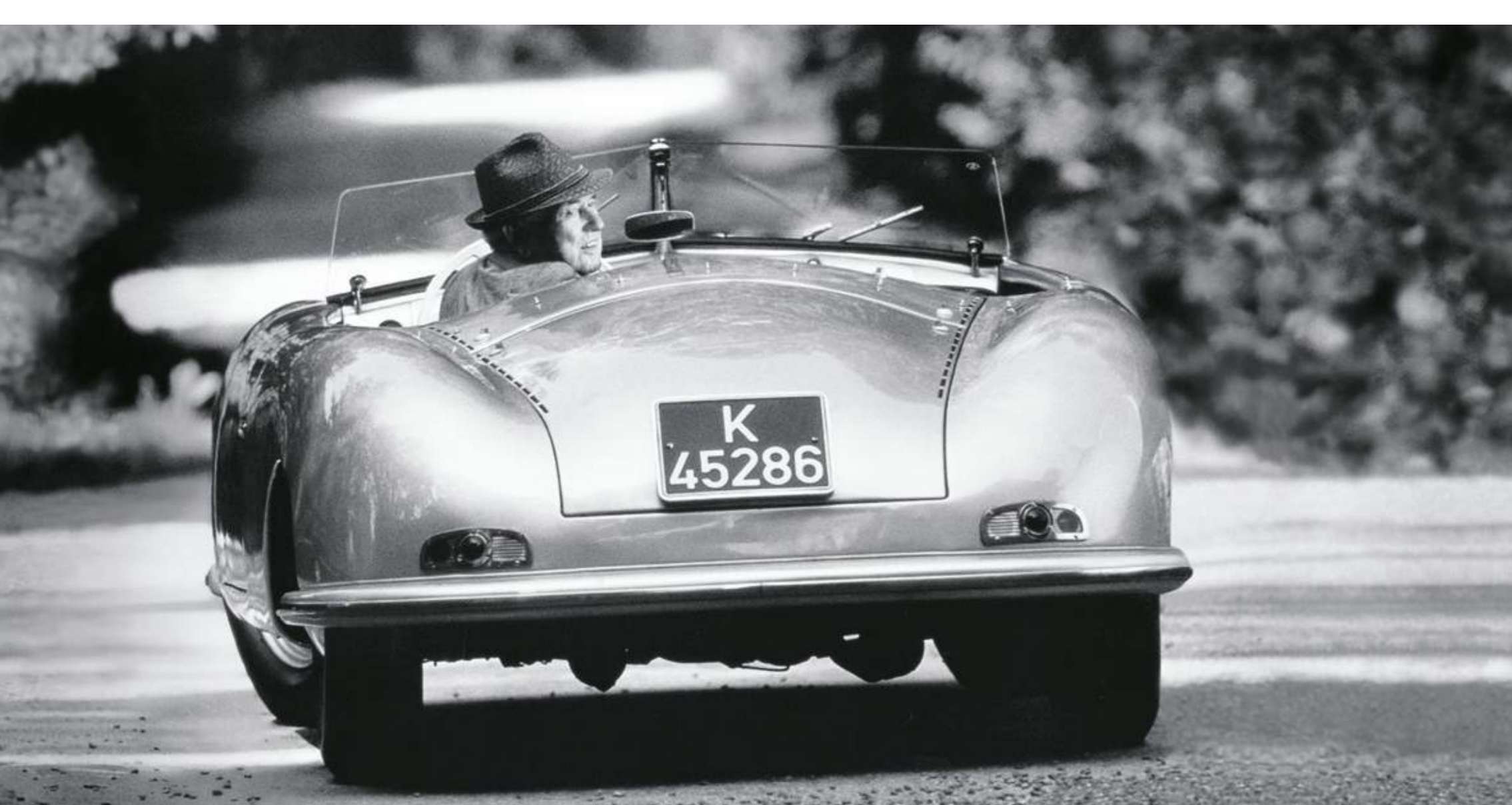


The new Panamera Sport Turismo

Venture on



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“In the beginning I looked around and could not find quite the car I dreamed of.
So I decided to build it myself.”

Ferry Porsche

The dream of the sports car.

A big dream has to be fought for. And so does a bold vision. The next victory? Rarely does it simply fall into our lap. Often, there are innate factors we must compete against first: resistance, conventions, and rigid patterns of thinking.

Whatever we put our heart and soul into, nothing is achieved without passion, grit and determination. Ferry Porsche gave everything for the sports car of his dreams. His dream came true. Not because he hesitated, dwelled or got lucky, but because he went that extra mile.

This attitude is in every Porsche that we've created since 1948. It's there in the smallest part and in every race we've won. It's also found in every idea. That's because our engineers are not satisfied with 100%. It's because they give their all. For that one crucial percentage point more. For the one second that means the difference between triumph and despair. For the 'Dr. Ing.' in our company name and for the chance to stir the passion for the sports car time and time again.

To us, it's never been about extra horsepower alone, but about more ideas per hp. It's about engines that are more efficient, not bigger. It's about a design that follows principles, not trends. It's about sports cars that can be driven day in, day out.

It's only when all these things come together that we can talk of Intelligent Performance – the core of the Porsche brand, and of its future. This is what we are fighting for. Just as we did on day one. We are fighting for a dream that will forever be in our heart.



Concept.

The most powerful driving force of all time? Dreams.
And the courage to make them a reality.



**Your life
is getting there.**

Panamera Sport Turismo concept.

Life doesn't wait. Every day it screams for progress. It demands that we think fast with an inquisitive mind, as Muhammad Ali once did. It is full of moments of fancy. It chases us, pushes us on, simply never leaves us be. And it confounds us time and time again with unexpected twists and turns. Isn't life fantastic?

Before you stands a sports car. One that puts into action everything you need to get ahead. In your job. In your everyday life. And away from it. In-tray full of projects? Places you've always wanted to visit? Sporty goals unfulfilled? Let's go.

Accept, implement, perform. That is the principle of the Panamera Sport Turismo. A car characterised by unequivocal sportiness, excellent everyday practicality and a design that sets new standards not

only at Porsche. A segment? Doesn't fit in one. And certainly not a niche. It would much rather conquer the road directly.

Driven by a new generation of high-powered engines. The courage to defy conventions drives it forwards. A genuine Porsche? An atypical Panamera? The new Panamera Sport Turismo is defined, primarily, by itself.

Made for those who don't wait to be told what to do next. For all those who have the courage to get up and go. Preferably straight away.

The new Panamera Sport Turismo.
Venture on.

The new Sport Turismo models precisely encapsulate the Panamera principle: performance and comfort are not contradictory notions, but a single entity. Neither are dynamics and efficiency – our engineers strive to enhance both in equal measure.

That's all well and good but, in Sport Turismo form, the new Panamera goes one step further, not only in terms of design. Instead of seeking compromises, it manages in unrivalled style to strike a dynamic balance between career, family, leisure time and driving pleasure. 4+1 seating concept. Generous head- and legroom. Substantial load capacity – for presentation folders, for the carbon-fibre race bike, for your travel luggage. Or for that meeting with a special VIP: you.

The new Panamera Sport Turismo line-up sees five drive system variants take to the grid. The Panamera 4 Sport Turismo with 3.0-litre turbocharged V6 engine and a

power output of 243 kW (330 hp). The Panamera 4 E-Hybrid Sport Turismo with a total system power output of 340 kW (462 hp). In the Panamera 4S Sport Turismo, the 2.9-litre twin-turbo V6 engine produces a mighty 324 kW (440 hp). Then there's the 4.0-litre twin-turbo V8 diesel engine in the Panamera 4S Diesel Sport Turismo. Power rating: 310 kW (422 hp). Driving force in the Panamera Turbo Sport Turismo: the 4.0-litre twin-turbo V8 engine offering an awe-inspiring 404 kW (550 hp).

Chassis control systems, such as Porsche Dynamic Chassis Control Sport (PDCC Sport) or rear-axle steering, intensify the driving experience – and safety. Assistance systems, such as Porsche InnoDrive, make it safer and more relaxing. Thanks to Porsche Connect, all Panamera Sport Turismo models are connected to the digital world. Just what you need when you're on a journey to the future.

For fuel consumption, CO₂ emissions and electricity consumption, please refer to page 153 onwards.



Design.

**Never being what anyone thinks a Porsche ought to be.
That's why it will always be a Porsche.**





Roof spoiler deployed



Roof spoiler retracted



Essentially, style is nothing but the courage to follow a line of your own.

Exterior design.

A saloon? A sports car? Let's drop this subject. In the design alone, the new Panamera Sport Turismo has no concept of forbidden thoughts. Categories are not something it allows itself to fall into. Instead, it demonstrates courage. It does so with edge, with sporty vigour and the healthy self-awareness of a Porsche.

Let's start with the aspect of a Porsche that always attracts the most attention: the back. The rear end displays a wide physique and is clearly contoured, with all lines emphasising the horizontal orientation of the vehicle concept. The newly refined, higher roof line falls away to the rear, the large-size rear side windows narrow to a point. Nevertheless, passengers in the second row still have

plenty of room to get in. A sports car: sharp, agile, contemporary.

Extraordinary describes the adaptive roof spoiler above the expansive rear screen. At high speeds, it reduces lift at the rear axle and helps to ensure outstanding driving stability, peak performance and greater driving pleasure.

Conspicuous, in the best sense of the word, describes the light strip on the rear end and the three-dimensionally shaped LED taillights with four-point brake lights. Characteristic of the stylish look commanded by the Panamera Turbo Sport Turismo are the imposing Turbo-specific twin tailpipes. The S models are equipped

with round twin tailpipes, the Panamera 4 models with a single tailpipe on the right and left.

The fact that stylish design and everyday practicality are not mutually exclusive is demonstrated by the large tailgate and the low loading edge, which makes it easier to integrate more than just everyday things into the Panamera Sport Turismo – and your life. Thanks, above all, to – for a sports car – an extraordinary capacity of up to 1,390 litres (more on p. 74).

The rear of a sports car boasts sporty attitude. The front and sides, however, reveal a lot about the vehicle concept's elegance and contouring.

From this perspective, the proportions of the new Panamera Sport Turismo models are one thing above all: Porsche. The eye is drawn to clearly perceived rounded transitions, powerful muscles and a sharpened sports car silhouette.

The wheelbase is long. At the front, the overhang is comparatively short, which reinforces the dynamic impression. The side has been intensely sculpted, resulting in the characteristic Porsche waistline and sense of lightness.

An identifying feature of the new Panamera Turbo Sport Turismo: the side air outlets in the front wings are finished in the exterior colour of the car. They underline – along with the distinctive front end featuring characteristic front light units – the dominant position that the Panamera Turbo Sport Turismo maintains.

A hallmark of all Panamera models: LED main headlights with four-point daytime running lights, supplemented on the Panamera Turbo Sport Turismo by the Porsche Dynamic Light System (PDLS).

The Panamera Turbo Sport Turismo is further distinguished by 20-inch Panamera Turbo wheels and brake calipers with a red finish. The power of the Panamera 4S Sport Turismo models is delivered to the road by 19-inch Panamera S wheels. Behind them: brake calipers in Titanium Grey. The Panamera 4 and Panamera 4 E-Hybrid Sport Turismo are equipped with 19-inch Panamera wheels. Their brake calipers have a black anodised finish, while those of the E-Hybrid are painted in Acid Green.





The tinted glass panels of the optional panoramic sunroof* on the new Panamera Sport Turismo models create a particularly bright and pleasant lighting mood in the interior. The two-piece panoramic sunroof can be tilted and opened electrically at the front.

*For a provisional period up to 08/2018, all Porsche Panamera Sport Turismo models cannot be ordered without optional panoramic roof system (3FU). A higher vehicle price therefore applies.



**More than 60 years of making sports cars.
And still plenty of room for surprises.**

Interior design.

The interior design leads the way to the future of the sports car – and nevertheless remains faithful to classic Porsche principles. The centre console ascends towards the front, the analogue rev counter is positioned in the middle of the instrument cluster, the dashboard is flat and conspicuously wide.

The control concept is cutting edge: Porsche Advanced Cockpit. The centre console with Direct Touch Control has a surface in glass look featuring touch-sensitive buttons for direct access to the most important functions. In between: the compact gear selector. The dashboard incorporates a high-resolution 12-inch touchscreen display.

In conjunction with optional four-zone automatic climate control and individual power seats in the rear, the rear passengers also have a touchscreen display of their own. Two high-resolution screens, one to the right and one to left of the rev counter, display virtual instruments, maps and a range of other information.

Above all, though, there is plenty of space and comfort. Front and rear. Not so typical of a sports car? Absolutely typical of the Panamera model range.

New to the Panamera Sport Turismo is the seat layout in the rear compartment. The fact that four persons can appreciate a sporty yet comfortable drive in the Panamera is already old news in the automotive luxury class.

Thanks to the higher roof line, passengers seated in the rear of the Sport Turismo also benefit from some extra headroom.

In Sport Turismo form, it now incorporates a 4+1 seating concept as standard so that a fifth person can enjoy the Panamera driving experience. Although not designed as a full-size individual seat, the extra space does provide a neat solution for carrying an additional passenger on short to medium distance trips. And, visually, it maintains the impression of a sporty four-seater – typical of the Panamera. On request, you can revert to the 'classic' four-seat configuration if you choose optional individual power seats for the rear.





Panamera Turbo Sport Turismo



Panamera 4S and 4S Diesel Sport Turismo



Panamera 4 E-Hybrid Sport Turismo



Panamera 4 Sport Turismo



Drive and chassis.

**In the development of a sports car, there is no reverse gear.
Except only in the shift gate.**

**Having courage.
Possible in one direction only: the future.**

Engines.

“That’s the way we’ve always done it.” Not really a sentence to inspire change. Except at Porsche. That’s because we’ve always made each new generation of engines higher-performing, more dynamic and more efficient than the last.

The turbocharged V6 engine in the Panamera 4 Sport Turismo, the twin-turbo V6 engines in the Panamera 4 E-Hybrid Sport Turismo and Panamera 4S Sport Turismo, and the twin-turbo V8 engine in the Panamera Turbo Sport Turismo are equipped with VarioCam Plus: a system that adjusts the camshafts and valve lift. Their turbochargers are positioned in between the cylinder banks. This reduces the distance that the exhaust stream has to travel to reach the respective turbo – delivering a more rapid response.

The twin-turbo V8 engine of the Panamera Turbo Sport Turismo is equipped with twin-scroll turbines. The exhaust streams arrive at the turbine wheel through physically separate channels – for optimised gas cycles. The result: high torque even in the low rpm range.

The adaptive cylinder control of the twin-turbo V8 engine activates cylinders on demand. An example: you’re driving in town and have little need for power, so the engine fires only on four cylinders. Once you demand greater power output again, all cylinders will immediately be reactivated.

Direct fuel injection is realised by a central injector inside the combustion

chamber. This optimises both the mixture injection and the combustion – for greater efficiency and increased power delivery.

In the Panamera 4S Diesel Sport Turismo, a twin-turbo V8 diesel engine with direct fuel injection and variable turbine geometry gives you a rapid response and high power output across the entire engine speed range – combined with a very high level of efficiency.

On the subject of high efficiency: all engines are purposefully equipped with electrical system recuperation, thermal management, auto start/stop with coasting function and active air intake flaps. And driving pleasure? Greater than ever.

For fuel consumption, CO₂ emissions and electricity consumption, please refer to page 153 onwards.

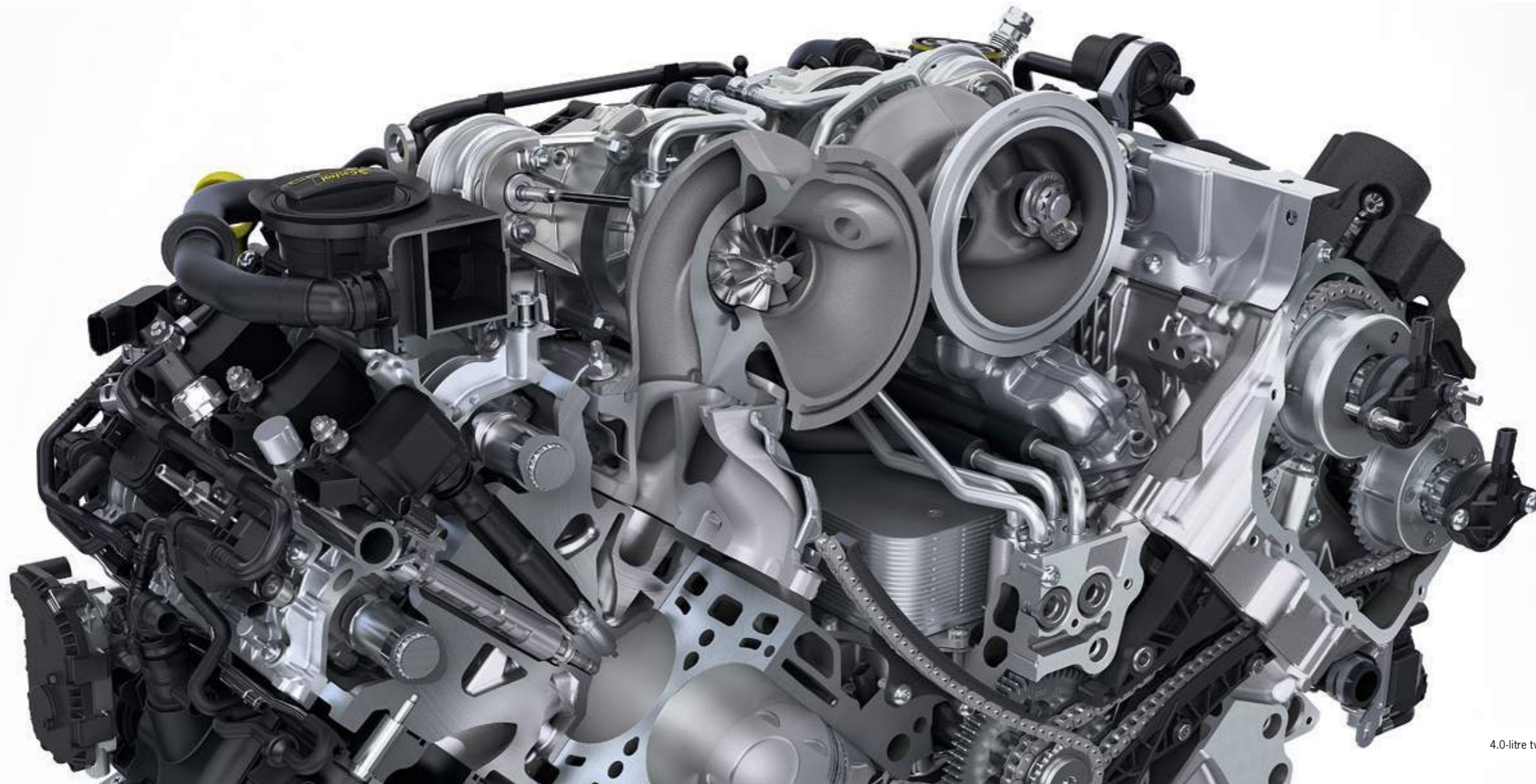


The 4.0-litre twin-turbo V8 engine in the Panamera Turbo Sport Turismo.

Delivering 404 kW (550 hp), the 4.0-litre twin-turbo V8 engine with twin-scroll turbines, VarioCam Plus and adaptive cylinder control masters the balancing act between superlative sporty performance and comparatively low fuel consumption for the segment. The maximum torque of 770 Nm is achieved between 1,960 and 4,500 rpm. The sprint from 0 to 62 mph is completed in only 3.8 seconds. Top speed: 188 mph

The 4.0-litre twin-turbo V8 diesel engine in the Panamera 4S Diesel Sport Turismo.

The 4.0-litre twin-turbo V8 engine with variable turbine geometry (VTG) combines economy and power in customary Porsche dynamic style: 310 kW (422 hp) and a maximum torque of 850 Nm at 1,000–3,250 rpm accelerate the Panamera 4S Diesel Sport Turismo from 0 to 62 mph in 4.5 seconds. Top speed is 175 mph.



4.0-litre twin-turbo V8 engine

The 2.9-litre twin-turbo V6 engine in the Panamera 4S and Panamera 4 E-Hybrid Sport Turismo.

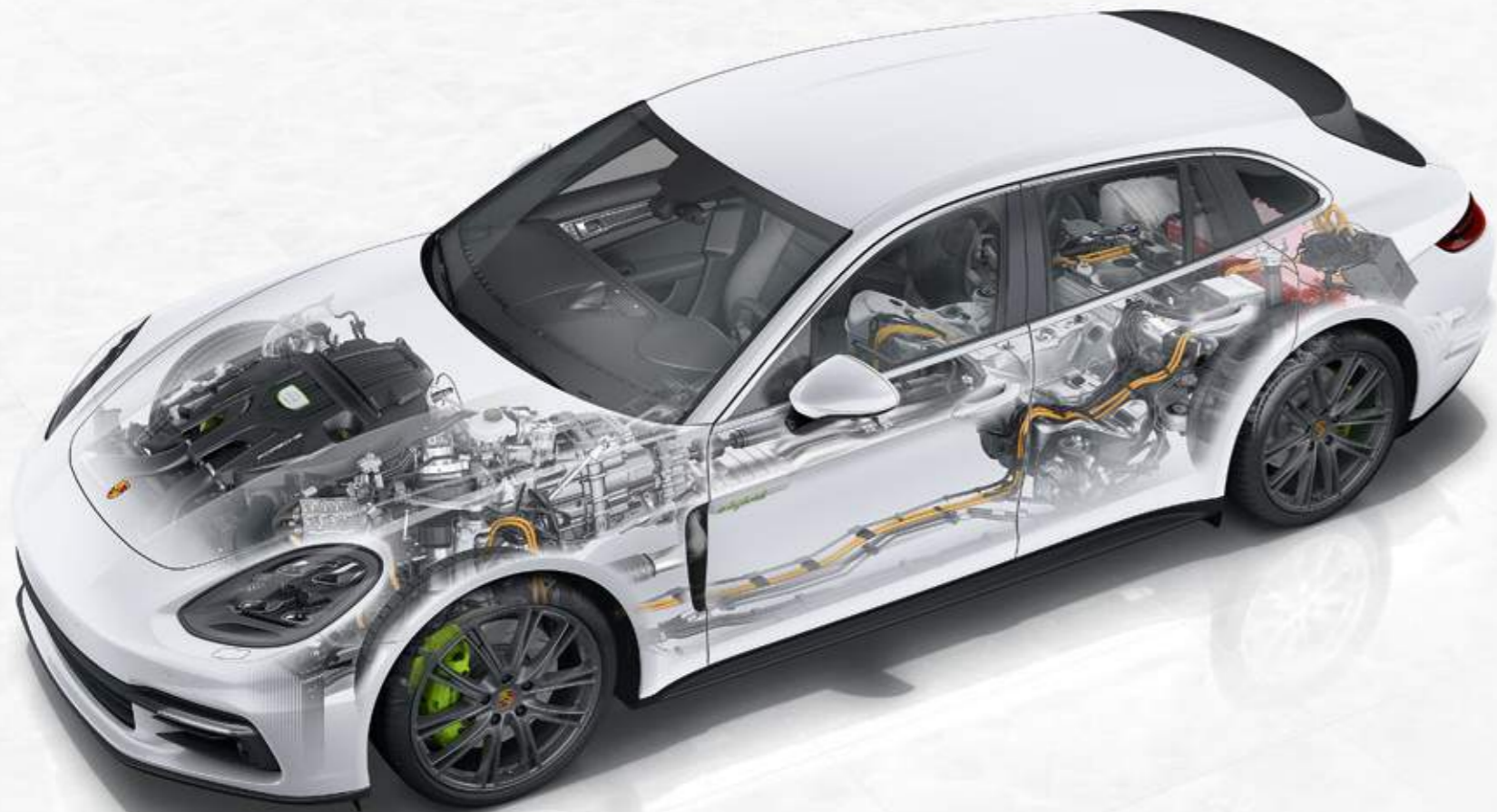
The 2.9-litre twin-turbo V6 engine in the Panamera 4S Sport Turismo produces a mighty 324 kW (440 hp). Maximum torque: 550 Nm at 1,750–5,500 rpm.

In the Panamera 4 E-Hybrid, the combustion engine is fine-tuned to work in interaction with the electric machine, and develops 243 kW (330 hp). Discover more on the following pages.

The 3.0-litre turbocharged V6 engine in the Panamera 4 Sport Turismo.

The efficient 3.0-litre turbocharged V6 engine in the Panamera 4 Sport Turismo is equipped with a twin-scroll turbocharger positioned between the cylinder banks and produces 243 kW (330 hp). The maximum torque of 450 Nm is achieved at 1,340–4,900 rpm.

For fuel consumption, CO₂ emissions and electricity consumption, please refer to page 153 onwards.



**Courage changes the sports car of the future.
And the future of the sports car.**

The new Panamera 4 E-Hybrid Sport Turismo.

It takes courage to tread new paths. We are discovering them with the new Panamera 4 E-Hybrid Sport Turismo – and it's going to change your perception of hybrid technology. Just as it will your everyday life. With a maximum total system power of 340 kW (462 hp). Sounds good? Read on.

The crucial factor behind the performance of the hybrid drive concept is the interaction between combustion engine and electric machine. The combustion engine builds power output and torque with increasing rpm, while the maximum torque of the electric machine is on offer at any instant. The result: a tremendous torque of 700 Nm – for incomparable acceleration

from a standing start and a new maximum limit for your adrenaline level.

Pure sports car performance, in other words. The figures speak for themselves: acceleration from 0 to 0–62 mph in only 4.6 seconds and a top speed of 170 mph. And that's with a fuel consumption of just 108,6 mpg.

The total system power is achieved by combining the 243 kW (330 hp) output of the 2.9-litre twin-turbo V6 engine with the 100 kW (136 hp) output of the electric machine. But a high-performance electric machine also needs a powerful energy store – and this task is handled by the 14 kWh lithium-ion high-voltage battery.

As a result, the vehicle boasts an electric range of 15–31 miles. And a top speed of 86 mph on electric power alone.

The new Panamera 4 E-Hybrid Sport Turismo. A courageous next step? More like a leap. Direction: future.

For fuel consumption, CO₂ emissions and electricity consumption, please refer to page 153 onwards.

**Faster.
Towards the future.**

Porsche E-Performance.

Six driving modes.

With Porsche Communication Management (PCM) and the mode switch on the steering wheel, derived from the 918 Spyder, you can choose from up to six driving modes – as well as the SPORT Response function for maximum responsiveness.

1. E-Power.

In E-Power mode, the vehicle operates on electric power alone. If the accelerator pedal is depressed beyond the resistance point, the combustion engine switches on, enabling you to demand the maximum available total system power output at any time.

2. Hybrid Auto.

The intelligent Hybrid Auto mode offers the greatest operating efficiency for trips

across town and country. In this mode, the Panamera 4 E-Hybrid Sport Turismo is driven by the electric machine, the combustion engine or by both together as the situation demands. For the best possible combination of the two drive systems, the optimum operating strategy is derived from information relating to driving profile, state of charge, road topography and speed.

3. E-Hold.

In E-Hold mode, the state of charge of the high-voltage battery is maintained at the current level. This means that the energy of the battery can be used at a later time, e.g. for all-electric driving or boosting.

4. E-Charge.

When the vehicle is driven in E-Charge mode, the high-voltage battery is charged

by the combustion engine. This is useful if activated, for example, on a section of motorway before a drive through town on electric power alone.

5. SPORT.

In SPORT mode, the combustion engine is activated by default and accelerates the Panamera 4 E-Hybrid Sport Turismo in interaction with the electric machine. The drivetrain and chassis adopt a sporty setup (see also page 56). In addition, all the energy of the high-voltage battery is made available for boosting.

6. SPORT PLUS.

In SPORT PLUS mode, the drivetrain and chassis are tuned for maximum performance. The top speed of 170 mph is also available in this mode. The performance reserves of the combustion

engine are used to charge the battery – the energy produced can then be exploited for boosting as required.

Display concept.

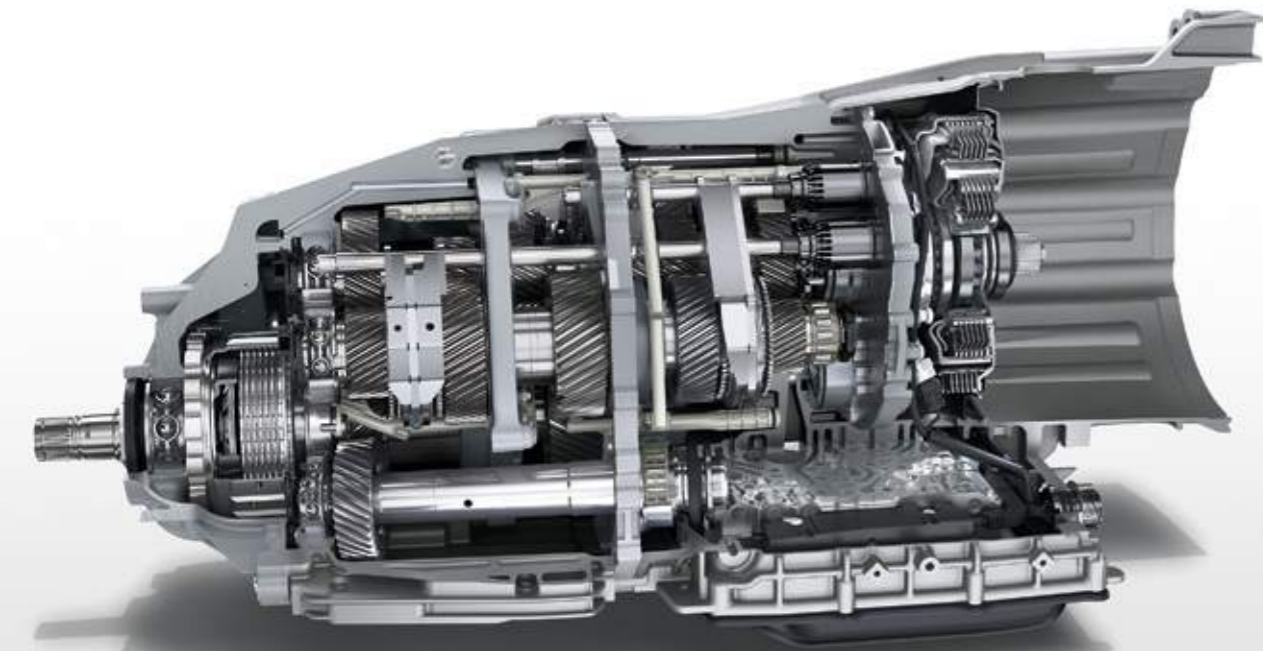
The centrally positioned power meter of the instrument cluster shows the real-time power demand, has separate arcs for boost and recovery, and tells you the vehicle's operating state. Hybrid screens visualise, among other data, electric range and battery state of charge.

From the 12-inch touchscreen display of PCM, you can access Porsche Connect services, call up information, e.g. the energy flow display and select various vehicle and hybrid functions (find out more from page 82 onwards).



Mode switch on the steering wheel





8-speed Porsche Doppelkupplung (PDK)



Those who want power must not only demand it, they must also pass it on.

Transmission.

New 8-speed Porsche Doppelkupplung (PDK).

Getting more power from an engine is worthwhile only when you know where it needs to go. And how quickly and effectively. The new Panamera Sport Turismo models are therefore equipped with 8-speed Porsche Doppelkupplung (PDK), which translates the tremendous drive force of the respective engine into the acceleration typical of a sports car.

Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. 7th and 8th gear have a long ratio, which helps to keep engine revs low even at high speeds – for efficient and comfortable driving

over long distances. The precise gearshifts take place in milliseconds with no discernible interruption in the flow of power – just as you would expect of a sports car.



**Porsche Traction Management (PTM)
all-wheel drive.**

All Panamera Sport Turismo models are equipped with Porsche Traction Management (PTM). This active all-wheel drive with electronic and map-controlled multi-plate clutch ensures the optimum distribution of drive force whatever the driving situation – for excellent acceleration power on long straights, through tight corners and on road surfaces with varying grip.

The multi-plate clutch regulates the distribution of drive force between the rear axle and the front axle. Driving conditions are constantly monitored, enabling the system to respond to a variety of situations. Sensors check, among other variables, the rotation speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, and the steering angle. If the rear wheels threaten to spin under acceleration, a greater proportion of drive force is distributed to the front by a more powerful engagement of the multi-plate clutch.



**The main thing is you follow your own path.
But in a consistent way.**

Chassis.

Whether you're behind the wheel or occupying a passenger seat in the front or rear: in a Porsche, every drive should feel like sport, not transport. With comfort, not cosy cuddles.

The chassis of the new Panamera Sport Turismo models performs this balancing act between sport and comfort effortlessly – and in the most masterful way possible: with further-developed, optional chassis technologies. Examples include the adaptive air suspension with three-chamber technology boasting a 60% greater air capacity than that of the predecessor, new Porsche Dynamic Chassis Control Sport (PDCC Sport) and rear-axle steering. What's also new is the integrated Porsche 4D Chassis Control system, which centrally analyses the driving situation in all three spatial dimensions, e.g. pitch,

roll and yaw, computes optimum driving states from these data, and synchronises all chassis systems in real time: the fourth dimension. The objective is to optimise overall performance, and to make the middle ground between sporty driving and comfort as expansive as possible.

Rear-axle steering.

Rear-axle steering is available for all Panamera Sport Turismo models on request. It enhances performance and everyday driveability in equal measure.

During low-speed manoeuvres, the system steers the rear wheels in the opposite direction to that of the front wheels. This has the virtual effect of shortening the wheelbase. The turning circle is reduced, agility is increased and

parking becomes noticeably easier to manage.

During high-speed manoeuvres, the system steers the rear wheels in the same direction as that of the front wheels. This virtual extension of the wheelbase increases driving stability.

Rear-axle steering makes it clear that there is no contradiction between stability and agility or performance and everyday driveability. The result: greater manoeuvrability and driving safety in everyday use – and a significant increase in maximum driving performance.

Porsche Active Suspension Management (PASM).

PASM is an electronic damping control system. It actively and continuously adjusts the damping force on each wheel, based on current road conditions and driving style. The effect is to reduce vehicle body movement and thereby improve comfort.

Three modes are available: 'Normal', 'SPORT' and 'SPORT PLUS'. Sensors record the body movements as they occur during powerful acceleration, braking, fast cornering or on uneven road surfaces. From these data, the control unit of the Porsche 4D Chassis Control system determines the effect on the actual driving state of the car and modifies the damping force on each of the wheels in accordance with the selected mode. The results are tangible: increased driving stability, improved comfort and enhanced performance.

Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus).

New Porsche Dynamic Chassis Control Sport (PDCC Sport) is an active roll stabilisation system with an ultra sporty setup. It registers the lateral inclination of the body induced by cornering from the very outset and acts to suppress it. The system also reduces the lateral instability of the vehicle on uneven ground.

The new system sees the introduction of active electromechanical anti-roll bars. These provide a much faster response and are tuned for sporty driving. The result: improved performance.

In combination with PDCC Sport, PTV Plus enhances driving dynamics and stability. As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, it improves steering response and precision by the

strategic braking of the right or left rear wheel. At high speeds and under acceleration out of corners, the electronically controlled rear differential lock with fully variable torque distribution also acts to provide greater driving stability and traction.

The overall result? Strong resistance to destabilising side forces for self-assured poise. Excellent traction. Great agility at every speed – with precise turn-in and well-balanced load transfer characteristics. And, accordingly, even more fun in the corners.



Brakes.

For over 60 years, we've been working on being faster. Even when it comes to slowing down. That's why the new Panamera Sport Turismo models are equipped with a brake system having six-piston aluminium monobloc fixed brake calipers at the front and four-piston equivalents at the rear. The brake discs are internally vented and slotted. This improves braking behaviour even under extreme conditions and heat is dissipated more effectively. The one-piece brake calipers have an enclosed construction. This makes them lighter yet highly resistant to deformation. Pedal travel is tight, the pressure point precise, the braking distance impressively short.

Porsche Ceramic Composite Brake (PCCB).

Proven in motorsport, Porsche Ceramic Composite Brake (PCCB) is available as an option. For the new Panamera Sport Turismo models, the cross-drilled ceramic brake discs of PCCB have a diameter of 420 mm at the front and 410 mm at the

rear – for even more formidable braking performance. PCCB features 10-piston aluminium monobloc fixed brake calipers on the front axle and four-piston units at the rear – all painted in yellow – to provide braking forces that are considerably more powerful and, crucially, are exceptionally consistent. PCCB enables shorter braking distances in even the toughest road and race conditions. Safety under high-speed braking is also improved thanks to its excellent fade resistance. Another advantage of PCCB is the extremely low weight of the ceramic brake discs. This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.





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Wheels.

We rise to the challenge we're given. The same applies to the wheel dimensions of the new Panamera Sport Turismo. The tyres are wide, the contact patch is large – for enhanced performance under acceleration and braking. Optional sizes of up to 21 inches are available from a

range of wheel designs. The Panamera 4 and 4S Sport Turismo models are equipped as standard with 19-inch wheels, the Panamera Turbo Sport Turismo with 20-inch wheels. The material? Light alloy, of course. The design? Classic and sporty. A choice of other 19-, 20- and 21-inch wheels is available on request.

- 1 21-inch 911 Turbo Design wheel
- 2 21-inch Exclusive Design wheel painted in black (high-gloss)
- 3 21-inch Panamera SportDesign wheel
- 4 20-inch Panamera Design wheel
- 5 20-inch Panamera Turbo wheel
- 6 19-inch Panamera S wheel
- 7 19-inch Panamera wheel

SPORT mode.

With SPORT mode, you can swap from a comfort-oriented tuning to a sporty setup. The electronic engine management system demands a sharper response. Engine dynamics become more direct. In SPORT mode, PDK shifts up later and shifts down sooner. Porsche Active Suspension Management (PASM) and optional Porsche Dynamic Chassis Control Sport (PDCC Sport) and rear-axle steering also switch to SPORT mode, delivering harder damping and more direct turn-in – and even greater agility through corners.

Sport Chrono Package including mode switch.

Adrenaline at the push of a button: the Sport Chrono Package offers an even sportier tuning of the chassis, engine and transmission. The kit includes a digital and analogue stopwatch, a graphic in the instrument cluster showing longitudinal and lateral acceleration, and a performance display for viewing lap times in Porsche Communication Management (PCM).

The mode switch on the steering wheel with SPORT Response button has been derived from the 918 Spyder. Four driving modes are available to choose from: 'Normal', 'SPORT', 'SPORT PLUS' and 'Individual' – for an even more personalised driving style.

In the Panamera 4 E-Hybrid Sport Turismo, the Sport Chrono Package is included as standard. Unlike in models powered by combustion engine alone, it has been specially tuned for E-Performance (see page 42). Using the hybrid-specific mode switch, you can select the modes 'E-Power', 'Hybrid Auto', 'SPORT' and 'SPORT PLUS', while 'E-Hold', 'E-Charge' and 'Individual' are accessible from Porsche Communication Management (PCM).





In SPORT mode alone, the new Panamera Sport Turismo delivers increased dynamics and more direct handling (see page 56). In SPORT PLUS mode, the engine becomes even more responsive. The rev limiter is adjusted to a harder setting. Porsche Active Suspension Management (PASM) and Porsche Dynamic Chassis Control Sport (PDCC Sport) are retuned for harder damping and more direct turn-in. The adaptive air suspension drops to Low Level and firms the spring rate. The rear-axle steering acts to provide even greater agility. Another function included in the package is Launch Control – for optimum acceleration from a standing start.

The stopwatch mounted on the dashboard displays recorded driving time or can be used as a conventional clock. Porsche Communication Management (PCM) is upgraded to include a performance display, enabling you to view, store and evaluate laps or other driving times.

SPORT Response.

Pressing the button in the centre of the mode switch primes the engine and transmission for the fastest possible unleashing of power (e.g. for overtaking).

In other words, maximum responsiveness – for a period of approximately 20 seconds.

PSM Sport.

In conjunction with the Sport Chrono Package, Porsche Stability Management (PSM) is supplemented by a ‘Sport’ mode. It allows a significantly more sporty driving style, with PSM remaining active in the background. For a further enhancement to your driving experience.

**For others, it's the order of the hour.
For us, it's been the order since the first second.**

Porsche and the environment.

In an era of global climate change, every automotive manufacturer is asking what it has to offer right now. Our answer? Excellent performance together with excellent efficiency.

Hybrid technology.

Everyone is talking about electric mobility. There is a collective drive to find answers to one of the greatest challenges of our time: how to conserve resources, and how to cut energy requirements and CO₂ emissions. With Porsche E-Performance, we provide our answers. Not some time in the future, but right here and now. Fuel consumption and CO₂ emissions have to be reduced globally. We believe that, as a sports car manufacturer, we should start where we can actually change something: in the everyday life of our drivers – with an intelligent total concept. So it's no

wonder that – for us – Porsche E-Performance is more than just a drive concept alone.

Fuel economy and recycling.

Vehicles manufactured by Porsche demonstrate that even high-performance sports cars can achieve moderate fuel consumption and exhaust emission values in their respective category. This is accomplished, on the one hand, with the efficient use of fuel by means of efficiency-enhancing technologies such as auto start/stop, thermal management, electrical system recuperation, adaptive cylinder control and coasting. On the other hand, catalytic converters with stereo Lambda control circuits provide efficient emission control.

Intelligent lightweight construction is integral to the Porsche identity. This identity is expressed in the form of a high proportion of aluminium, magnesium, plastics and super-high-strength sheet steels. All materials have been strategically selected, and the paints used are predominantly environmentally friendly water-based paints. Each lightweight material is easily recyclable and all plastic components are labelled to facilitate future separation for recycling.

Fuel.

All petrol-engined Porsche models – including those in the Panamera range – are designed to operate on fuels with an ethanol content of up to 10%, e.g. 'E10'. Ethanol has a positive impact on the CO₂ balance because it is derived from plants that absorb CO₂ from the atmosphere.





Comfort and infotainment.

The best way to relax: hold on tight.



Our most important life experiences do not come from the conference room.

Interior.

Sporty, heading into a long weekend. Comfortable, for a long journey in a party of four. To the beach as five. Or perhaps an outing on the racetrack? That's the new Panamera Sport Turismo. Its ingenious sports car ergonomics are centred on the driver and on performance – without disregard for the wellbeing of passengers.

Let's give you some examples. Ascending centre console for swift hand movements from the steering wheel to the gear selector. New kind of control and display concept: Porsche Advanced Cockpit with newly styled centre console in glass look and touch-sensitive buttons arranged in logical groups. High-resolution 12-inch touchscreen display. Instrument cluster with analogue rev counter positioned in the middle, flanked on the left and right by a high-resolution display. Multifunction

sports steering wheel. And what else? You decide: seat variants, leather or two-tone interior schemes? Fine woods, aluminium or carbon? More sporty? More luxurious? Both? Thanks to our extensive range of personalisation options, the possibilities for you and your wishes are virtually boundless. Details of colours and personalisation options can be found on page 100 onwards.

New Porsche Rear Seat Entertainment.

A cinematic experience enjoyed in the second row: new Porsche Rear Seat Entertainment has been specially developed to appeal to the discerning taste of a Porsche passenger and offers a fully integrated and networked infotainment system for on the move. Both units are removable, making them convenient to use outside the vehicle, too.

Porsche Rear Seat Entertainment connects to Porsche Communication Management (PCM) via WiFi to provide access to the radio, media, navigation system and vehicle functions of your Panamera Sport Turismo. A wealth of entertainment awaits, thanks to two separate 10-inch touchscreen displays on the front seat backrests, an internal 32-GB memory, micro SD card slot, micro USB interface, Bluetooth® and NFC (near field communication). Through the connection to the WLAN router of the Connect Plus module (see page 85), you also gain access to the Internet and

up to one million apps and games, to movies and music, audiobooks, e-books and productivity applications from the GOOGLE® Play Store.

For an unrestricted listening experience, the sound can be output from the integrated loudspeakers, the in-car sound system or the wireless Bluetooth® headphones.





**The best thing about the future?
It's right before us.**

Instrument cluster.

Analogue meets digital: the instrument cluster of the new Panamera Sport Turismo models is reminiscent of Porsche motorsport history – and nevertheless ultra-modern.

In the middle and in direct view of the driver is the analogue rev counter, its needle integral to its truly classic design. To the left and right, two high-resolution displays provide you with a variety of information as and when you need it, such as the navigation map or Night Vision Assist.

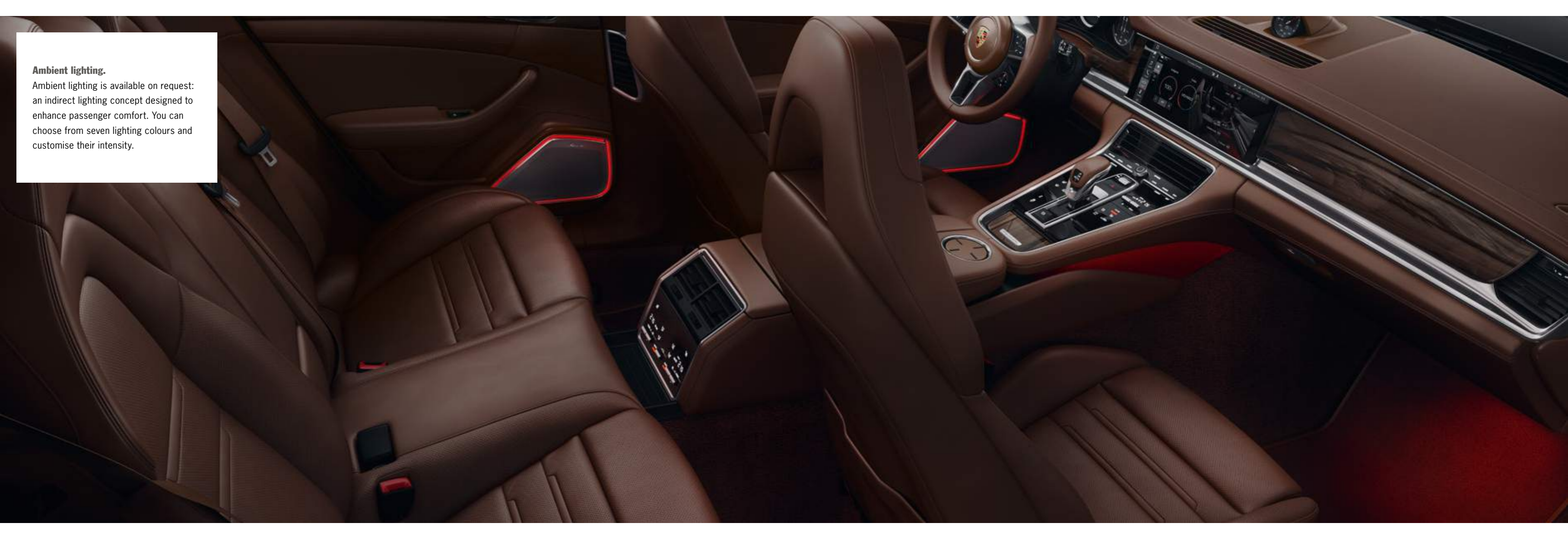
On the left-hand side of the rev counter is the speedometer. In its centre, you can see data relating to adaptive cruise control, for example. In the display field on the outside left, you can choose to

show the speed limit indicator, traffic sign recognition or the outside temperature.

On the right-hand side, the possibilities are even more varied. The inside display field is occupied by information from the on-board computer, the fuel gauge or range remaining. In the field on the outside right, you can see the time. And there's also the option of viewing the map of the navigation system.

Ambient lighting.

Ambient lighting is available on request: an indirect lighting concept designed to enhance passenger comfort. You can choose from seven lighting colours and customise their intensity.





Adaptive Sports seats in front and individual power seats in rear



Power seats in front and individual power seats in rear

Front seats.

The front seats offer a high level of comfort and provide support in fast corners without restricting freedom of movement. The seat height, squab and backrest angles and fore/aft position are electrically adjustable.

Power seats.

The Panamera Turbo Sport Turismo is equipped with 14-way power seats including memory package in the front. These add seat squab length adjustment and four-way lumbar support for the driver and front passenger. The memory function stores settings for seats, steering column, both exterior mirrors and other personalised in-car settings.

Adaptive Sports seats.

Available as an option, adaptive Sports seats (18-way, electric) including memory package provide even better lateral support – thanks to the elevated side bolsters on the seat squab and backrest.

Electrically adjustable, they offer comfort on long journeys and made-to-measure lateral support in the corners.

Rear seats.

Thanks to the new 2+1 seating concept, the rear compartment can accommodate up to three passengers as standard (see also page 24). Still designed as full-fledged individual seats, the two outer seats in the back offer plenty of leg- and headroom and excellent lateral support through fast corners without sacrificing comfort. The four-seat configuration is still available on request with optional individual power seats for the rear.

Seat heating and ventilation.

The front seats of all new Panamera models – and the rear seats of the Panamera Turbo – come equipped with seat heating to warm the squab and backrest to an agreeable temperature. Optional seat ventilation incorporates active aeration of the perforated seat

centre and backrest to provide a pleasant seating environment – even in hot weather.

Massage function.

On request, the power seats are also available with a massage function – front and rear. With five programmes and five intensity levels to choose from, 10 air cushions in each backrest provide a relaxing treat for the back muscles. For improved seating and long-distance comfort.

And what are you up to today?

Luggage compartment.

The luggage compartment of the Panamera Sport Turismo models offers a capacity of 520 litres (Panamera 4 E-Hybrid Sport Turismo: 425 litres). In all models, the rear seats can be folded down as one or separately in the ratio 40:20:40 by remote power release from the luggage compartment or manually from the passenger compartment. The cargo position gives you a load capacity of up to 1,390 litres (1,295 litres in the Panamera 4 E-Hybrid Sport Turismo). In a sports car, in case we should forget.

On all Panamera Sport Turismo models, the loading edge is comparatively low at 628 mm, which makes it easier to load bulky items in particular. The especially large automatic rear hatch with customisable opening angle is fitted as standard to all

models. It closes conveniently at the push of a button.

The loadspace management system¹⁾ is available on request. This versatile solution for the secure transport of items in the luggage compartment includes two attachment rails integrated into the luggage compartment floor, four lashing eyelets, a luggage compartment partition net and more. Using the optional 230-V socket in the luggage compartment, it is possible to power devices rated up to 150 W that do not have a 12-V connection.

Travelling light or got plenty of gear? Need your sports kit? The major signing for everyone? The new Panamera Sport Turismo – so much is certain – finds plenty of ways to answer questions.

¹⁾ Provisionally available from 11/2017.





Four-zone automatic climate control.
Welcome to your personal climate zone. Four-zone automatic climate control features individual temperature setting controls for the driver and front passenger, and separate ones for the rear seats, too.

In conjunction with optional individual power seats in the rear, four-zone automatic climate control comes with an additional touchscreen display in the rear compartment for controlling an array of comfort and infotainment functions.

An active carbon filter traps particles, pollen and odours and thoroughly filters fine dust out of the outside air before it can reach the interior.

A new ionisation function is available as an option – for improved air stream quality. Before it reaches the cabin, the air in the automatic climate control system is passed through an ioniser. Airborne germs and pollutants are reduced and the interior air is appreciably refreshed for an even more pleasant cabin environment.

**We love to break barriers.
Sonic ones included.**

Sound systems.

BOSE® Surround Sound System.

The BOSE® Surround Sound System features 14 amplifier channels and offers a total output of 710 watts. Fourteen loudspeakers including a 160-watt passive subwoofer box ensure a balanced, faithfully reproduced acoustic pattern. The patented AudioPilot® Noise Compensation Technology continuously measures the ambient noise inside the vehicle and adapts music playback instantly and automatically so that a consistent sound is maintained –

whatever the driving conditions. The result is a captivating 360° acoustic experience delivered to all seat positions. At all times.

