



PORSCHE



The new Panamera Turbo S E-Hybrid

Courage changes everything





Panamera Turbo S E-Hybrid concept.

What is it that really matters in life?

Family – or career?

Performance – or efficiency?

Comfort – or dynamics?

We believe it's courage.

The courage to combine them all.
In the most high-powered Panamera
of all time.

The new Panamera Turbo S E-Hybrid
models.



Those who take the lead must always keep on going. Here's the proof: the Panamera Turbo S E-Hybrid. This high-powered hybrid derives its potential from a powerful 4.0-litre twin-turbo V8 engine and an electric machine that speaks a clear language: performance.

The Panamera Turbo S E-Hybrid accelerates from 0–62 mph in 3.4 seconds and breaks barriers to a new dimension with a maximum total system power output of 500 kW (680 hp) and a top speed of 192 mph.

Meanwhile, the Panamera Turbo S E-Hybrid Executive offers the freedom to flourish: extra legroom and greater comfort in the rear compartment. Business class in fact – on the way to the airport or a meeting.

Both models combine intelligent hybrid technology with comprehensive connectivity and an ultra modern standard specification. They transform excitement into electrifying thrills. And power into superlative performance.

Vehicle features:

- Maximum system power output 500 kW (680 hp)
- 4.0-litre twin-turbo V8 engine 404 kW (550 hp)
- Electric machine 100 kW (136 hp)
- 8-speed Porsche Doppelkupplung (PDK)
- All-wheel drive Porsche Traction Management (PTM)
- Sport Chrono Package
- Adaptive air suspension
- Rear-axle steering (standard in the Panamera Turbo S E-Hybrid Executive)
- Differentiation features in Acid Green: instrument cluster needles, brake calipers, 'e-hybrid' logo surround on front doors and model designation surround on rear tailgate



The silhouette and proportions of the Panamera Turbo S E-Hybrid models are more Porsche than ever. Clearly perceived rounded transitions, powerful muscles and a sharpened sports car silhouette

emphasise the precision of the design. 21-inch 911 Turbo Design wheels underline the athletic appearance.

A stunning identifying feature at the front: LED main headlights with four-point daytime running lights including Porsche Dynamic Light System (PDLS). The extending rear spoiler integrated into

the body splits on deployment and reduces lift at the rear axle at high speeds.

Visual hallmarks of the Executive model are silver-coloured elements in the slats of the front air intakes and above the sideskirts.

The air outlet trims in the front wings are in silver colour. The upgraded standard specification of the Panamera Turbo S E-Hybrid Executive includes, among other features, rear-axle steering, soft-close doors, a panoramic sunroof, four-zone air

conditioning system, power seats in the rear compartment and ambient lighting with rear compartment interior lighting scheme.

For fuel consumption, CO₂ emissions and electricity consumption, please refer to page 31.

Panamera

Turbo S E-Hybrid



Turbo S E-Hybrid Executive





Drive.

There's a name at Porsche which causes enthusiasts to pause for a moment. Because they know that it represents ultimate performance. Because they know that a Panamera with the abbreviation Turbo S indicates a level of performance worthy of note. However, this time it doesn't concern an even stronger engine. With the new Panamera Turbo S E-Hybrid models, the name already alludes to what makes this the most powerful Panamera of all time.

The crucial factor is the interaction between combustion engine and electric machine: two propulsion units that complement each other perfectly. The combustion engine builds power

output and torque with increasing rpm. The maximum torque of the electric machine is on offer in an instant. Result: the total system torque of 850 Nm is available from as low as 1,400 rpm. The 4.0-litre twin-turbo V8 engine with twin-scroll turbines produces 404 kW (550 hp). The electric machine generates 100 kW (136 hp). Working together, they deliver an impressive total system power output of 500 kW (680 hp).

In short: drive technology that has its roots in motorsport. Having proven itself on the racetrack, it is now making the transition to the road in the new Panamera Turbo S E-Hybrid models.



The Panamera Turbo S E-Hybrid 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.

Also engineered for performance: Porsche Dynamic Chassis Control Sport (PDCC Sport), the active roll stabilisation system offering 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 result: enhanced performance.

In combination with PDCC Sport, Porsche Torque Vectoring Plus (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 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.



Driving modes.

In the new Panamera Turbo S E-Hybrid models, you can use the mode switch and Porsche Communication Management (PCM) to choose between driving modes. Driving states, on the other hand, are fully automated, which means that this progressive drive concept can unlock maximum potential in every situation.

E-Power mode helps to ensure an intense, all-electric driving experience with zero fuel consumption and zero local emissions, e.g. through town. The combustion engine switches on when you are in need of more power.

Hybrid Auto mode exploits the efficiency advantages of the combined system. As the situation demands, the car is driven by the electric machine, the combustion engine or by both together. During coasting phases, the combustion engine switches off – for emission-free gliding. Thanks to the system's recovery capability, brake energy is converted into electrical

energy and stored until needed for all-electric driving.

Now imagine you demand enhanced performance and responsiveness, e.g. when overtaking: boosting is activated to take advantage of the total system torque available from the electric machine and combustion engine for maximum propulsion.

Hairpin bends. Banked turns. Zigzag roads. In SPORT mode, one thing matters more than ever: driving pleasure. With this in mind, the combustion engine is activated by default. It provides acceleration in interaction with the electric machine for maximum boosting.

SPORT PLUS mode lets you experience the car's full performance potential – e.g. on the racetrack. The power output reserves of the combustion engine are used to charge the battery. The result: even greater boost availability as far as top speed.

Brake system.

For over 60 years, we've been working on being faster. Even when it comes to slowing down.

The Panamera Turbo S E-Hybrid models are the most high-powered Panamera of all time. For this reason, they are also equipped with a proportionately powerful and race-proven brake system: Porsche Ceramic Composite Brake (PCCB), featuring 10-piston aluminium monobloc fixed brake calipers at the front and four-piston equivalents at the rear. Braking forces are considerably increased and, crucially, are exceptionally consistent. Safety under high-speed braking is also improved thanks to its excellent fade resistance.

As on all Porsche hybrid models, the brake calipers have an Acid Green finish. On request, however, they are available in the customary yellow normally associated with PCCB.

The cross-drilled ceramic brake discs are 420 mm in diameter at the front and 410 mm at the rear. Another advantage of PCCB is that the brake discs are extremely low in weight.

This results in better roadholding and increased comfort, particularly on uneven roads, as well as greater agility and a further improvement in handling.



Interior.

When you're happy to lean back in comfort, you change nothing? We disagree. For only those who know how to breathe calmly will ultimately stay the course. The ingenious sports car ergonomics of the new Panamera Turbo S E-Hybrid and the new Panamera Turbo S E-Hybrid Executive are centred on the driver and on performance – without disregard for the well-being of passengers.

A few examples: ascending centre console, enabling swift hand movements from the multifunction steering wheel to the gear selector. High-resolution 12-inch touchscreen display. Instrument cluster with analogue rev counter positioned in the centre, flanked by a high-resolution display screen on the left and right.

The most striking feature of the rear seats? There are two separate ones. With plenty of leg- and headroom and offering

excellent lateral support through fast corners – without sacrificing comfort.

In the Panamera Turbo S E-Hybrid Executive models, power seats with specially contoured comfort headrests are included in the standard specification. Optional additions, such as a large centre console or folding tables, make the rear compartment an even more agreeable working environment.

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. Above all, though, there is plenty of space and comfort. Not so typical of a sports car. Absolutely typical of the Panamera Turbo S E-Hybrid models.





Control concept.

Analogue meets digital: the new instrument cluster of the Panamera Turbo S E-Hybrid models is reminiscent of Porsche motorsport history – and, at the same time, it is as modern as only it can be.

The most important data are always in view – in a clear and compact form. This is made possible by the intelligent networking of various information systems. Or, in short: Porsche Advanced Cockpit. The new control and display concept comprises the refined instrument cluster, Porsche Communication Management (PCM) with 12-inch touchscreen display, and the centre console with Direct Touch Control.

The centrally positioned power meter of the instrument cluster is inspired by that of the 918 Spyder. It shows the real-time power demand and has separate arcs for boost and recovery.

Hybrid screens visualise, among other data, electric range and battery state of charge. The hybrid-specific mode switch on the steering wheel lets you choose between 'e-power', 'Hybrid Auto', 'SPORT' and 'SPORT PLUS' modes.

From the 12-inch touchscreen display of Porsche Communication Management (PCM), you can access Porsche Connect services, call up information, e.g. the energy flow display, and select various vehicle and hybrid functions. The most important vehicle functions can be operated by Direct Touch Control from the centre console.

Porsche Connect enhances existing vehicle functions with intelligent services and apps, all of which are intended to make the connection between car and driver even more intimate, to intensify that sports car fascination, and to make the challenges of everyday life quick and easy to overcome.



Porsche Exclusive Manufaktur.

Our wealth of experience goes back a long way. Since the very beginning, we at Porsche have been dedicated to realising customer wishes as part of our special request service. Known until 1986 as the Porsche 'Sonderwunschprogramm', today we call it Porsche Exclusive Manufaktur. The philosophy has remained the same. Hand on heart.

We love what we do. We love our work. Every seam, every square inch of leather, and every single other fine detail receives the same devotion. It's how we bring dreams to life. And how we create something unique. Directly from the Manufaktur. None of this would be possible without originality, inspiration and enthusiasm, beginning as early as the consultation stage. That's because we keep in mind one thing above all else: your particular wishes and requirements. We fulfil them with composure and meticulous

care, through precision handcrafting and the use of exquisite materials such as leather, fine wood or aluminium.

Added value is achieved through dedication and finesse. In other words, we handcraft a product that blends sporty performance, comfort and style and reflects your own personal taste. A Porsche with your signature touch.

We offer a wide range of personalisation options, with visual and technical enhancements for the interior and exterior, from a single alteration to extensive modifications. For your inspiration, select examples of our unique accomplishments are showcased on the following pages and, by visiting www.porsche.co.uk/exclusive you can find out everything you need to know about how to configure one of your very own.



High performance – also where the personalisation is concerned.

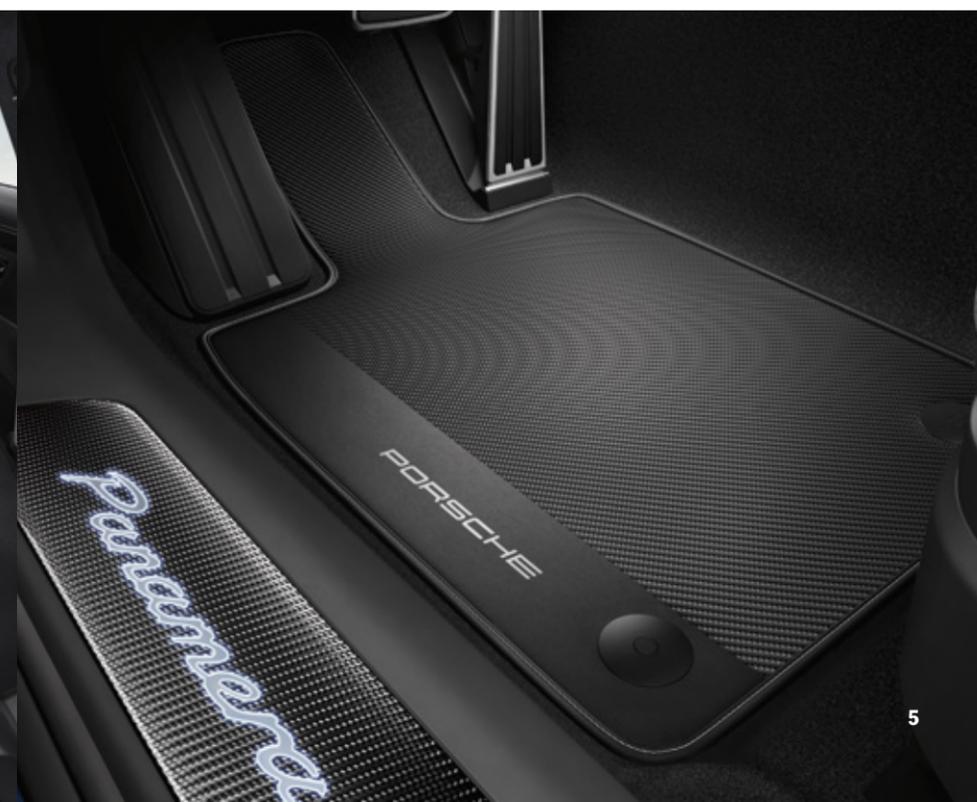
The best tradition: stay courageous and innovative. Not least when it comes to personalisation. Only then can you shape the future in extraordinary fashion.

drawn to a particular highlight in the area of E-Performance: the brake calipers in Acid Green.

And it's the only way to turn an exceptional sports car into a genuine one of a kind. A unique example like this one. With the SportDesign package painted in black (high-gloss), tinted LED taillights – and a sports exhaust system that catches not only the ear with its special sound, but also the eye thanks to the sports tailpipes in black. In keeping, we opted for 21-inch Panamera SportDesign wheels painted in the exterior colour so that attention is

The interior is another masterpiece of personalisation. Complementing some exquisite Porsche Exclusive leather finishes and embossed details, the interior package with decorative stitching and seat centres in leather adds, above all, colour contrasts in Crayon that are both extraordinary and individual at the same time.

There may be many pathways to the future. The best is still the one chosen by you.



- 1 SportDesign package painted in black (high-gloss), 21-inch Panamera SportDesign wheels painted, sports exhaust system including sports tailpipes in black, tinted LED taillights including light strip, model designation painted, door release levers painted in black (high-gloss), air outlet trims painted in black (high-gloss), exterior mirrors painted
- 2 Leather interior package, interior trim package with decorative stitching and seat centres in leather in contrasting colour (Crayon), steering column casing and instrument surround in leather
- 3 SportDesign package painted in black (high-gloss), sports exhaust system including sports tailpipes in black, tinted LED taillights including light strip, model designation painted
- 4 Interior trim package with decorative stitching and seat centres in leather in contrasting colour (Crayon), model logo embossed on centre console armrests, Porsche Crest embossed on headrests, seat belts in Crayon
- 5 Personalised floor mats in carbon with leather edging, and door sill guards in carbon, illuminated

Technical data.

	Panamera Turbo S E-Hybrid	Panamera Turbo S E-Hybrid Executive
Engine		
Cylinders	8	8
Displacement	3,996 cm ³	3,996 cm ³
Max. power (DIN) at rpm	500 kW (680 hp) (System) 5,750–6,000 rpm (System)	500 kW (680 hp) (System) 5,750–6,000 rpm (System)
Max. torque at rpm	850 Nm (System) 1.400–5.500 rpm (System)	850 Nm (System) 1.400–5.500 rpm (System)
Transmission		
Drive	All-wheel drive	All-wheel drive
Porsche Doppelkupplung (PDK)	8-speed	8-speed
Chassis		
Front axle	Fully independent aluminium double wishbone suspension	Fully independent aluminium double wishbone suspension
Rear axle	Fully independent aluminium multi-link suspension with chassis subframe	Fully independent aluminium multi-link suspension with chassis subframe
Steering	Power-assisted (electromechanical)	Power-assisted (electromechanical)
Turning circle	11.9 m, with rear-axle steering: 11.4 m	11.8 m
Brakes	Ten-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear	Ten-piston aluminium monobloc fixed brake calipers at front, four-piston units at rear
Standard wheels	Front: 9,5 J x 21 ET 71 Rear: 11,5 J x 21 ET 69	Front: 9,5 J x 21 ET 71 Rear: 11,5 J x 21 ET 69
Standard tyres	Front: 275/35 ZR 21 Rear: 325/30 ZR 21	Front: 275/35 ZR 21 Rear: 325/30 ZR 21

	Panamera Turbo S E-Hybrid	Panamera Turbo S E-Hybrid Executive
Weights		
Unladen weight (DIN)	2,310 kg	2,410 kg
Unladen weight (EC) ¹⁾	2,385 kg	2,485 kg
Permissible gross weight	2,795 kg	2,885 kg
Performance		
Top speed	192 mph	192 mph
Acceleration 0–62 mph with Launch Control ²⁾	3.4 secs	3.5 secs
Acceleration 0–124 mph with Launch Control ²⁾	11.7 secs	12.1 secs
Overtaking acceleration (49–74 mph)	2.2 secs	2.3 secs
Fuel consumption/emissions³⁾		
Combined in mpg	97.4	97.4
CO ₂ emissions in g/km	66	66
Electricity consumption in kWh/100 km	16.2	16.2
Typical all-electric range in everyday driving ⁴⁾	15–31 miles	15–31 miles

¹⁾Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

²⁾In conjunction with Sport Chrono Package.

³⁾Data determined in accordance with the measurement method required by law (Regulation EC 715/2007 as amended). The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Fuel consumption calculated for vehicles with standard specification only. Actual consumption and performance may vary with items of optional equipment. A vehicle's fuel consumption and CO₂ emissions depend not only on its efficient use of fuel but also on driving style and other non-technical factors. The latest Porsche models with petrol engine are designed to operate on fuels with an ethanol content of up to 10%. You can obtain further information about individual vehicles from your Porsche Centre.

⁴⁾The range of values is dependent on the driving style, traffic situation, route profile, ambient temperature, usage of auxiliary electrical devices (e. g. heating) and number of passengers or load. This may result in the range of values being reduced. The maximum figure was determined in the standard cycle (NEDC), which enables a comparison between manufacturers.



Tyre labelling.

Tyre type	Size	Fuel efficiency class/ rolling resistance	Wet grip class	External rolling noise* (class)	External rolling noise (dB)
Panamera					
Summer tyres	275/35 ZR 21	C	B		71
	325/30 ZR 21	C	B		73

The models featured in this publication are approved for road use in Germany. Some items of equipment are available as extra-cost options only. The availability of models and options may vary from market to market due to local restrictions and regulations. For information on standard and optional equipment, please consult your Porsche Centre. All information regarding construction, features, design, performance, dimensions, weight, fuel consumption and running costs is correct to the best of our knowledge at the time of going to print (02/17). Porsche reserves the right to alter specifications, equipment

and delivery scopes without prior notice. Colours may differ from those illustrated. Errors and omissions excepted.

© Dr. Ing. h.c. F. Porsche AG, 2017
All text, images and other information in this publication are subject to the copyright of Dr. Ing. h.c. F. Porsche AG.

Any reproduction, duplication or other use is prohibited without the prior written consent of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG supports the use of paper from sustainable forests. The paper for this brochure is certified in accordance with the strict regulations of the PEFC (Programme for the Endorsement of Forest Certification).

Porsche, the Porsche Crest, Panamera, 911, PCCB, PCM, PSM, PDK, and other marks are registered trademarks of Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG
Porscheplatz 1
70435 Stuttgart
Germany
www.porsche.com

Effective from: 02/17
Printed in Germany
WSLP1801000825 EN/UK

