



PORSCHE

The 2017 New York International Auto Show

Press Information

North American debut of Panamera Sport Turismo, Panamera Turbo S E-Hybrid, 911 GT3 and 911 GTS

The New York International Auto Show will be host to four North American debuts for Porsche this year. The Sport Turismo – a new body style of the Panamera and a first in the segment– features a unique design with seating for five as well as a larger tailgate and luggage compartment, combining the exceptional performance and luxury of the Panamera with an even higher level of practicality. The new Panamera Turbo S E-Hybrid represents another highlight. With a system power of 680 hp, it is not only the most powerful Panamera ever, but also marks the first time Porsche has positioned a plug-in hybrid as the most powerful and highest performing variant of a model line.. In the new, motorsport-derived 911 GT3, the connection between everyday driving and the racetrack is even more unfiltered and intense. The central focus of the latest model is the newly developed high-revving naturally aspirated flat-six engine making 500 hp that revs to 9,000 rpm, and the available six-speed manual transmission, which will be offered alongside the seven-speed PDK dual clutch transmission. The new 911 GTS models also celebrate their first appearance in the United States. The GTS designation was first introduced on the 904 Carrera GTS race car in 1963. The first cars of this type were raced and sold in the United States. Today, the GTS range represents the highest performing 911 Carrera and Targa variants, making a strong value proposition through an even higher level of standard equipment, including many performance enhancing features.

Panamera Sport Turismo

Porsche is expanding the Panamera family with the addition of a new body style: The all-new Panamera Sport Turismo. Four different versions will be available for ordering in the U.S. at launch: Panamera 4, Panamera 4S, Panamera 4 E-Hybrid, and the Panamera Turbo. Based on the successful sport sedan, the new Panamera variants make a profound statement in the premium segment with their unmistakable design. At the same time, the Sport Turismo, with up to 550 hp, is one of the most versatile models in its class. With a large tailgate, low loading edge, increased luggage compartment volume and a 4+1 seating concept, the new Panamera model offers the perfect combination of everyday usability and maximum flexibility. “For Porsche, the Panamera Sport Turismo is a step forward into a new segment, but retains all of those values and attributes that are characteristic of Porsche”, says Michael Mauer, Director of Style Porsche.

From a technological perspective, the Sport Turismo is available with all of the innovations introduced with the brand new Panamera model line announced last year. These include the digital Porsche Advanced Cockpit, the advanced assistance system Porsche InnoDrive, Porsche Communication Management (PCM), adaptive cruise control, and turbocharged powertrains. Chassis systems such as Rear Axle Steering and Porsche Dynamic Chassis Control (PDCC Sport), the electronic roll stabilization system, are also available. In addition, all Panamera Sport Turismo vehicles are equipped with Porsche Traction Management (PTM) — an active all-wheel drive system with an electronically controlled multi-plate clutch, and adaptive air suspension with three-chamber technology as standard.

The design and concept of an all-round sports car

Just like the coupe-style Panamera sport sedan, the Sport Turismo is characterized by its very dynamic proportions — a reflection of the Porsche design DNA. The vehicle is 198.8 inches long, 56.2 inches high and 76.3 inches wide, while the wheelbase spans 116.1 inches. The silhouette is further characterized by short body overhangs and large wheels measuring up to 21 inches.

Beginning from the B-pillars back, the Sport Turismo features a unique rear design. Above the pronounced shoulder, an elongated window line and equally long roof contour lend the vehicle its striking appearance. At the rear, the roof drops away less dramatically than the window line, resulting in a prominent and distinctive D-pillar which transitions into the shoulder section in a coupe-like fashion.

First adaptively extendible roof spoiler

At the top of the vehicle, the roof extends into an adaptive spoiler. The angle of the roof spoiler is set in three stages depending on the driving situation and selected vehicle settings, and can generate an additional downforce of up to 110 lbs. on the rear axle. In normal driving, the aerodynamic guide element — a central system component of the Porsche Active Aerodynamics (PAA) — stays in its retracted position with an angle of minus seven degrees, which reduces drag and thus optimizes fuel consumption.

At track speeds, the roof spoiler automatically moves to the performance position with an angle of plus one degree, thereby increasing driving stability and lateral dynamics. When in the Sport and Sport Plus driving modes, the roof spoiler automatically moves to the performance position at speeds in excess of 55 miles per hour. PAA also provides active assistance by adapting the roof spoiler's angle of inclination to plus 26 degrees when the panoramic sliding roof is open at speeds above 55 mph. In this case, the spoiler helps to minimize wind noise.

Redesigned rear compartment

The new Sport Turismo is the first Panamera to feature rear seating for three passengers. The two outer seats take the form of individual seats — in keeping with the model line's reputation for sporty performance with maximum passenger comfort — thereby producing a 2+1 configuration in the rear. As an option, the Panamera Sport Turismo is also available in a four-seat configuration with two electrically adjustable individual seats in the back.

The raised roof line of the Sport Turismo allows for easy entry and exit at the rear of the vehicle and offers excellent head clearance. The usability of the luggage compartment benefits from the wide opening tailgate and a loading edge height of just 24.7 inches. Measured to the upper edge of the rear seats, the 18.4 cu.ft storage capacity of the Sport Turismo (Panamera 4 E-Hybrid Sport Turismo: 15 cu.ft) betters that of the sports sedan by 0.7 cu.ft. When loaded up to roof level and with the rear seats folded down, the gains amount to approximately 1.8 cu.ft (50 liters). The backrests of the three rear seats can be folded down together or individually (in a 40:20:40 split) and are unlocked electrically from the luggage compartment. When all of the backrests are folded down, the loading floor is practically level. In this case, the storage volume is expanded up to 49 cu.ft (1,390 liters) (Panamera 4 E-Hybrid Sport Turismo: 45.7 cu.ft).

A luggage compartment management system is available as an option for the Panamera Sport Turismo models. Among other things, this variable system includes two rails integrated in the loading floor, four tie-down points, and a luggage compartment partition net.

Four engines at market launch

The Panamera Sport Turismo models will be available with the four engines launching with the sport sedan, and they consequently maintain the same 0 to 60 acceleration figures. The Panamera 4 Sport Turismo is powered by a 3.0 liter turbocharged V6 generating 330 hp, and it will accelerate from 0 to 60 mph in 5.0 seconds with launch control. The Panamera 4S Sport Turismo reaches 60 mph (with launch control) in 4.0 seconds and is powered by a 2.9 liter twin-turbocharged V6 engine. The Panamera 4 E-Hybrid Sport Turismo is powered by the same combustion engine as in the 4S, and it has an additional 136 hp electric motor which in combination propel it from 0 to 60 in 4.4 seconds. The Panamera Turbo Sport Turismo reaches 60 (with launch control) in 3.4 seconds and is powered by a 4.0 liter twin-turbocharged V8 generating 550 hp.

Availability and pricing

The MY18 Panamera Sport Turismo models are expected to arrive in the United States at the end of 2017. Prices will start at \$96,200 for the Panamera 4 Sport Turismo, \$104,000 for the Panamera 4 E-Hybrid Sport Turismo, \$109,200 for the Panamera 4S Sport Turismo, and \$154,000 for the Panamera Turbo Sport Turismo, excluding the \$1,050 delivery, processing, and handling fee.

The new Panamera Turbo S E-Hybrid

With the 2018 Panamera Turbo S E-Hybrid, Porsche is introducing a plug-in hybrid as the flagship of the model line for the first time. Combining the 4.0-liter V8 engine from the Panamera Turbo with an electric motor, the Panamera Turbo S E-Hybrid delivers a total output of 680 hp and 626 lb.-ft. of torque. Only the limited production 918 Spyder has ever had more power. The Panamera Turbo S E-Hybrid accelerates from 0 to 60 mph in 3.2 seconds (3.3 seconds for the Executive model) and has a top track speed of 192 mph. According to the New European Driving Cycle, the average fuel consumption is 2.9 liters per 100 kilometers, and the new top-model Panamera can drive on fully electric power for up to 50 kilometers. EPA-rated fuel economy and range will be available closer to launch.

Unique drive concept with V8 engine and electric motor

After the successful debut of the Panamera 4 E-Hybrid – which uses a twin-turbo V6 engine combined with an electric motor – the Panamera Turbo S E-Hybrid is another compelling demonstration of the performance advantages of hybrid technology. The new Panamera Turbo S E-Hybrid utilizes a boost strategy derived from the 918 Spyder and combines a 136 hp electric motor with a 550 hp twin-turbo V8 engine. The decoupler installed in the Porsche hybrid module is actuated electromechanically by an electric clutch actuator (ECA), just like in the Panamera 4 E-Hybrid. This ensures a quick response and exceptional comfort. Like other Panamera models, the quick-shifting eight-speed Porsche Doppelkupplung (PDK) dual-clutch transmission sends power to the standard active all-wheel drive system with Porsche Traction Management (PTM).

The electric motor is powered via a liquid-cooled lithium-ion battery with an energy capacity of 14.1 kWh. The high-voltage battery takes 12 hours to fully charge via a common 120 V, 10 amp connection. If the optional 7.2 kW on-board charger is utilized instead of the standard 3.6 kW unit, the charging time decreases to less than three hours with a 240 V, 40 amp connection. 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 to cool or heat the passenger compartment prior to driving.

Connectivity and comfort at your fingertips

The console between the driver and the front passenger is dominated by the 12.3-inch touchscreen of the next generation Porsche Communication Management (PCM) system. The driver and front passenger can set the configuration for this display individually. Integrated into the PCM are features such as navigation, the online functions of Porsche Connect Plus and smartphone integration via Apple® Car Play. The control panel with touch-sensitive switches on the center console enables intuitive control of various functions.

Three-way combination of sports car performance, comfort on long trips and efficiency

Performance, comfort and efficiency form a perfect three-way combination. The Panamera Turbo S E-Hybrid comes with air suspension as standard and offers a unique balance in this segment: the comfort of a luxury sedan paired with the performance of a sports car. The Panamera Turbo S E-Hybrid starts in the purely electric “E-Power” mode, and is capable of covering up to 50 kilometers on pure electric power according to the New European Driving Cycle (NEDC). When a specific pressure point on the accelerator pedal is reached, or when the battery charge drops below a minimum level, the Panamera switches to “Hybrid Auto” mode, at which point the total system is available. Consumption in the New European Driving Cycle (NEDC) amounts to 2.9 l/100 km. EPA-rated fuel economy and range will be available closer to launch.

Debut with two wheelbases

Celebrating its U.S. debut at the New York Auto Show, the 2018 Panamera Turbo S E-Hybrid is expected to reach U.S. dealers by the end of 2017. It will also be offered in an Executive version with a 5.9 inch longer wheelbase. Standard equipment on the Panamera Turbo S E-Hybrid includes Porsche Ceramic Composite Brakes (PCCB), Porsche Dynamic Chassis

Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus), Power Steering Plus and Sport Chrono Package. Auxiliary air-conditioning, adaptive aerodynamic elements and a three-chamber air suspension including Porsche Active Suspension Management (PASM) are also standard. The Executive version is additionally equipped with rear axle steering, 8-way power rear seats with comfort head rests, and 4 – zone climate control. Both models are equipped with 21- inch 911 Turbo Design Wheels. The price for the 2018 Panamera Turbo S E-Hybrid will be \$184,400, while the Panamera Turbo S E-Hybrid Executive will start at \$194,800. These prices exclude the \$1,050 delivery, processing and handling fee.

The 911 GT3

Porsche motorsport technology continues to be incorporated into street-legal sports cars. The new 911 GT3 was developed in Weissach, and it will be manufactured on the same production line as all other 911 street and 911 GT3 Cup racecars. The centerpiece of the latest 911 GT3 is the new naturally aspirated 4.0 liter flat-six engine which produces 500 hp and 339 lb.-ft. of torque. This new, high-revving powerplant is based on the one now used in all 911 race cars, including the 911 GT3 R and 911 RSR. The redesigned chassis with Rear Axle Steering and systematic lightweight construction is specifically tuned to produce superior driving dynamics in conjunction with the naturally aspirated engine.

Thanks to a power-to-weight ratio of 6.4 pounds per hp, the 911 GT3 feels very much at home on the test track. With the standard seven-speed dual-clutch transmission (PDK) — specifically constructed and tuned for the GT3 — the 3,153 pound two-seater accelerates from 0 to 60 miles per hour in 3.2 seconds with a top track speed of 197 miles per hour. For purists, Porsche will also offer the 911 GT3 with a six-speed manual transmission. With this transmission, the 911 GT3 weighs in at 3,116 pounds, allowing it to achieve a top track speed of 198 miles per hour and hit 60 mph in 3.8 seconds.

Fast in corners, stable on the straights: Track-bred chassis with rear axle steering

The chassis of the new 911 GT3 benefits from Porsche motorsport racing experience, and it has been tuned for improved handling and driving dynamics. The chassis and active Rear Axle Steering offer superlative handling characteristics. Depending upon the speed, the rear wheels are steered either in the opposite or the same direction as the front wheels, improving the vehicle's agility and stability. The dynamic engine mounts and the rear locking differential, both fitted as standard, also boost the car's driving dynamics.

Visually, the lightweight carbon fiber rear wing reinforces the fact that the design of the car is driven by aerodynamics. The lightweight front fascia and the front spoiler are designed for

optimum airflow. The rear end with exhaust air openings and a new diffuser also contribute to the overall aerodynamic efficiency.

Interior: A control center for exceptional driving dynamics

The interior of the new 911 GT3 is designed to underscore the exciting driving experience. The GT Sport steering wheel designed with a 14.1 inch diameter was adopted from the 918 Spyder. The Sport Seats Plus feature enhanced bolsters for increased lateral support and electric adjustment of the seat back and seat height.

There are two other seat options available for the 911 GT3. The Adaptive Sport Seats Plus offer an 18-way electric adjustment along with a power steering column and seat memory. Alternatively, Full Bucket Seats with electric height adjustment and a fixed carbon fiber reinforced backrest are also available. As on all GT variants, the rear seats are omitted to save weight.

Porsche Track Precision App as standard

In addition to the Porsche Communication Management (PCM) — which includes a navigation system capable of real-time traffic information and the Connect Plus Module including Apple Car Play — the Porsche Track Precision App is also included as standard equipment. Using this app, 911 GT3 drivers can display, record, and analyze detailed driving data on a smartphone.

Pricing and availability

The 2018 911 GT3 is scheduled to reach U.S. dealers in fall 2017. The base MSRP will be \$143,600, excluding the \$1,050 delivery, processing, and handling fee.

The 911 GTS

Porsche is expanding the 911 model line with five new GTS models: the 911 Carrera GTS with rear-wheel drive, the 911 Carrera 4 GTS with all-wheel drive — both available as a Coupé and Cabriolet — and the 911 Targa 4 GTS with all-wheel drive. The 3.0-liter flat-six cylinder with larger turbochargers delivers 450 horsepower, which is 30 horsepower more than the current 911 Carrera S and 20 horsepower above the previous, naturally-aspirated GTS model. All GTS variants are equipped as standard with a seven-speed manual transmission. The seven-speed Porsche Doppelkupplung (PDK) dual-clutch transmission is available as an option.

More power, even greater performance

405 lb.-ft. of torque (37 lb.-ft. more than the Carrera S) further improves acceleration and responsiveness. Maximum torque is available between 2150 and 5000 rpm. Porsche Active Suspension Management (PASM) is included as standard on all GTS models. The GTS Coupés feature the PASM Sport Suspension, which drops the ride height by 0.39 inches (10 millimeters) compared to the PASM suspension, which is standard on all 911 models including the Cabriolet and Targa variants of the GTS. The 911 GTS Coupé models accelerate from 0 to 60 miles per hour 0.2 seconds faster than the respective Carrera S and 4S Coupés. When equipped with the optional PDK (Porsche Doppelkupplung) transmission, the Carrera 4 GTS Coupé takes just 3.4 seconds to reach 60 miles per hour. The GTS Cabriolet and Targa models reach 60 mph 0.3 seconds faster than the comparable Carrera S/4S Cabriolet or Targa 4S models. Top track speed of the GTS models is up to 3 mph higher, depending on the variant. The 911 GTS Coupé with manual transmission and rear-wheel drive is capable of 193 mph.

Typically GTS: Black elements accentuate the high-performance character

The GTS models distinguish themselves within the 911 model line not only in terms of technology, but also in their design: All GTS variants are based on the Carrera 4/4S body, which measures 72.9 inches (1852 mm), even on the rear-wheel-drive models. The new Sport Design front end with a spoiler lip painted in black emphasizes the high-performance

character. Combined with an increased rear spoiler extension height, it reduces lift on the front and rear axle compared to the Carrera S models. Tinted tail lights, rear lid grill strips with a satin black finish and tailpipes in high-gloss black, which are part of the standard Sport Exhaust system, give the GTS a particularly striking appearance. A new black trim strip between the tail lights is featured on the rear-wheel-drive variants. A light strip between the tail lights is reserved for the all-wheel-drive models. Sport Design exterior mirrors, 20-inch center lock wheels painted in satin black, and black GTS logos on the doors represent further visual enhancements. The characteristic Targa bar, which is black with a satin finish for the first time, also gives the 911 Targa 4 GTS a very distinctive look.

New Porsche Track Precision app included with extensive standard equipment

The GTS offers a unique interior. The stopwatch of the standard Sport Chrono Package is integrated as a central component of the dashboard. The included Porsche Track Precision App has been further enhanced for the market launch of the GTS models. Its features include automatic recording as well as a detailed display and analysis of driving data for smartphones. Standard Sport Seats Plus with GTS logos on the headrests provide increased lateral support and comfort. They are fitted with a combination of leather and Alcantara® that is highlighted with a new seat stitching. Alcantara® can also be found on the standard GT Sport steering wheel, the gear lever and the armrest. The brushed aluminum interior trim is anodized with a black finish.

The 911 GTS models are available to order now and are scheduled to arrive at dealerships in the United States in April 2017. The MSRP for each model is as follows:

911 Carrera GTS	\$ 120,700
911 Carrera 4 GTS	\$ 127,600
911 Carrera GTS Cabriolet	\$ 133,000
911 Carrera 4 GTS Cabriolet	\$ 139,900
911 Targa 4 GTS	\$ 139,900