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## Press Information

Porsche Panamera GTS

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## Porsche Gran Turismo Sport with 440 hp, all-wheel drive and high driving dynamics

### **Panamera GTS: four-door sports car**

Dr. Ing. h.c. F. Porsche AG, Stuttgart's purist Gran Turismo is leaving the pits: the Panamera GTS. The clue is in the name. At Porsche, GTS stands for Gran Turismo Sport, promising extraordinary Porsche performance ever since the legendary 904 Carrera GTS back in 1963. More power and upgraded brakes, a body lowered by ten millimeters and the especially sportily tuned chassis with air suspension and PASM are the major technical modifications that make it the Panamera model capable of cutting it on the racing circuit – without sacrificing practicality. The sportiest of all Panameras also conveys this to occupants and the outside world by its striking sound. In terms of looks, the Panamera GTS signals its independence by distinctive design features in the front-end, side and rear area as well as black highlights. The interior as well is rigorously tailored to the sporty personality with adaptive sports seats, Sport-Design steering wheel with shift paddles and exclusive GTS leather interior with Alcantara surfaces.

The power unit in the Panamera GTS is a naturally aspirated 4.8-liter V8 engine, delivering 440 hp (324 kW) at 6700 rpm while the maximum torque figure of 384 ft.-lbs. is reached at 3500 rpm.

Like the other Panamera vehicles in the range, the Panamera GTS utilizes the Porsche seven-speed Doppelkupplungsgetriebe (PDK) transmission to transmit the engine output to all four wheels via Porsche Traction Management, or PTM, all-wheel-drive system. And thanks to the Sport Chrono package featured as standard on the Panamera GTS, power flow and gear changes are especially dynamic. This collaboration enables the Panamera GTS to sprint to 60 mph in 4.2 seconds, accelerating on to its top speed of 179 mph. With an EPA fuel consumption of 16 mpg city and 24 mpg highway, the Panamera GTS remains as much of an efficiency role model in its milieu as all Porsche models.

The standard values for sprint and top speed don't do full justice to the new Panamera GTS's sporty characteristics. Its chassis in particular makes it fit for the racing circuit: the adaptive air suspension and Porsche Active Suspension Management (PASM) featured as standard connect the chassis and body, constantly adapting to the driving challenges by regulating levelling settings, adjusting height, adjusting the spring rate and electrically adjusting the damping system. The body has been lowered by ten millimeters and the damping designed to be tauter, which helps agility and further reinforces the new Gran Turismo's sporty personality. Five millimeter thick wheel spacers between the wheel and the wheel carriers increase the rear axle track width, giving the Panamera an even more stable ride. The required grip is provided by 255/45 size 19-inch tires on the front axle and 285/40 on the rear axle.

Deceleration on the sporty Panamera is provided by the superlative braking system of the Panamera Turbo.

## The Panamera GTS

Gran Turismo Sport or GTS for short – the model name says it all: the Panamera GTS is the purist member of Porsche’s Gran Turismo family. A chassis designed to be particularly dynamic and agile, a more powerful engine with even more intense feedback and an interior and exterior that send a clear sporty statement make the Panamera GTS the four-door sports car for fast roads of every description. Its specifications are:

Panamera GTS	4.8-liter V8 engine developing 440 hp (324 kW); Porsche Traction Management with active all-wheel drive; seven-speed Porsche-Doppelkupplungsgetriebe (PDK); acceleration 0 – 60 mph in 4.2 seconds (with Launch Control); top speed of 179 mph; EPA fuel consumption: 19 mpg combined, 16 city, 24 highway.
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The heart of the Panamera GTS is its upgraded 4.8-liter naturally aspirated V8 engine benefiting from numerous modifications to give it even better performance. The 20 hp higher engine output compared with the power units in the Panamera S/4S goes hand in glove with the pure connection between the driver’s right foot and the intake system of the engine.

To achieve these enhancements, the engineers increased the nominal engine speed by 200 rpm in typical sports engine construction fashion, the GTS’s eight-cylinder engine achieves maximum output at 6,700 rpm. The full speed range was extended by all of 400 rpm; the maximum engine speed is 7,100 rpm. Integral to the high engine speed concept are modified valve springs with increased initial tension, ensuring that the valves open and shut precisely in all circumstances, ensuring in turn an optimal charge cycle. These engine characteristics enable the driver to change gear even later and use higher engine speeds when changing gear; allowing him or her to savor the dynamics of a sports car engine.

The second main focus area in revamping the eight-cylinder engine was optimizing the charge cycle. A wider air intake with two additional air filter housings to the left and right at the front-end improve the air supply in the Panamera GTS. At low speeds a flap closes each of the two air intake openings. If the driver demands more power from the engine at engine speeds in excess of 3,500 rpm, both flaps open and additional fresh air flows into the inlet duct. In addition, back pressure is generated at higher speeds and with it a slight charging effect that contributes to the increased output. In order to be able to handle the increased flow of combustion air optimally, two new camshafts with a one millimeter greater stroke control the intake valves on both banks of cylinders. As a result, especially at higher revs, the engine draws in more air, the cylinder charge increases and, with it, power.

### **Hearing performance: Sound Symposer transmits intake noises**

At the push of a button, driver and passengers can hear the GTS engine “breathing” particularly well: the Sound Symposer directs the intake noise into the interior at the push of a button. This is done by an acoustic channel picking up the intake vibrations between the throttle valve and air filter. The acoustic channel incorporates a membrane that transmits the vibrations as an engine sound into the

A-pillar. A controllable valve located in front of the membrane enables the Sound Symposer to be activated or deactivated by means of the Sport button.

The exhaust gases exit the Panamera GTS through a sports exhaust system, featured as standard, comes with larger pipe diameters to reduce back pressure. This too is another building block in the increased output, and one which is audible: the sports exhaust system features two tuning flaps, which expose additional exhaust openings, thereby emitting an even more powerful sound. The flaps are controlled by means of a switch in the center console, which features a “last mode” function that remembers the last setting and restores it when the engine is started.

The control of the GTS power unit is handled by a modified and upgraded engine management system. It is discernible the moment the engine is started by a brief revving of the power unit. When driving, it ensures an even faster build-up in torque and thus a noticeably faster responsiveness. The modified engine management system also enables a brief shutoff of individual cylinders when changing gear, with the engine speed adjusting even faster to the transmission speed. This further reduces gear change times, accompanied by an engine sound akin to motor racing. A bonus with Sport mode selected is that a staccato engine sound and the so-called backfire, a short sharp report from the exhaust system, particularly audible when changing down, ensures a full-bodied sports car sensation.

#### **Sporty chassis with air suspension and lowering as standard**

The Panamera GTS features a sporty chassis boasting performance-oriented options as standard. For example, adaptive air suspension including Porsche Active Suspension Management (PASM) increases both comfort and driving dynamics by self-levelling, height adjustment, adjusting the spring rate and electrically adjusting the damping system. With the air suspension at its normal level the Panamera GTS also sits ten millimeters lower than the other models in the model line and its damping is designed to be tauter, further reinforcing the vehicle’s sporty personality. Sporty performance is delivered by the combination of 19-inch Panamera Turbo wheels, five millimeter thick wheel spacers at the rear and the Panamera Turbo’s braking system – recognized by the red brake calipers.

#### **Sport Chrono Plus Package for individual sportiness**

The Panamera GTS has to cope with particularly sporty requirements and therefore comes with the Sport Chrono package as standard, which in addition to the Normal and Sport modes offers the Sport Plus program as well. Specific characteristics of the Gran Turismo are further accentuated depending on which mode is selected: the engine responds more sensitively to changes in the accelerator pedal position, the transitions between traction and propulsion and vice versa become tauter and sportier and the load changes more spontaneous and dynamic. This instantaneous response is assisted by controlling the engine and PDK clutches that always slightly preload the entire drive line, so that every demand for power from the driver can be immediately translated into propulsion.

In Sport Plus mode, the PDK’s response times become even shorter and the gear changes sportier. Even with only slight deceleration – even at high revs – in automatic mode during dynamic braking,

downshifts quickly kick in. The change points as well are shifted towards higher revs, causing delayed upshifts. When changing up, the change in engine speed is deactivated so that when engaging the clutch to the next higher gear.

Moreover, in Sport Plus mode for greater longitudinal and transverse dynamics the PSM stabilization system kicks in later, making braking into corners perceptibly more agile: especially at low speeds, PSM now permits a sportier driving style when braking into corners and accelerating out of them, making for more driving fun in the process. The Sport Plus mode offers even greater agility with the PSM deactivated. For safety's sake however it remains on permanent standby in the background, intervening automatically if both front wheels are in the ABS control range. In addition, the adaptive air suspension lowers the vehicle to the low setting and switches to a harder spring rate. The rear spoiler angle of attack also changes to the performance-oriented setting.

### **Options for even greater driving dynamics: PDCC and PTV Plus**

Porsche offers Porsche Dynamic Chassis Control (PDCC) as the final level of development of the Panamera GTS chassis, twinned with the electronically controlled rear axle differential lock and PTV Plus. PDCC prevents the body from rolling about the longitudinal axis of the vehicle by using active stabilizers on the front and rear axle to apply a countervailing force. The system also improves the vehicle's balance by dynamically distributing the roll torque. An even sportier setting of the PDCC is optimally tuned to the tauter damping of the PASM. The result: ultimate agility in every driving speed range as well as optimal cornering behavior and stable load transfer behavior.

The driving dynamics benefits of the PDCC are further enhanced by Porsche Torque Vectoring Plus (PTV Plus). The system works by varying the torque distribution to the rear wheels and by employing an electronically regulated rear differential lock, optimizing steering behavior when being driven with a sporty driving style. Braking interventions applied to the inside rear wheel generate an additional rotational pulse in the direction in which the steering wheel has been turned. This results in a direct and dynamic steering action as the car enters the curve.

PTV Plus complements this by improving traction as required when experiencing high lateral acceleration, when accelerating on road surfaces with varying levels of grip and when accelerating out of tight corners. During load transfer when cornering, the vehicle's turning motion into the corner is less pronounced as a result of the countervailing yaw moment built up by the rear axle differential lock and straight-line stability is improved. The result is high lateral dynamic vehicle stabilization – i.e. chassis stability – optimal traction and high agility at any speed with precise cornering and stable load transfer behavior.

**Increased speed and safety: Panamera GTS aerodynamics package**

In terms of its aerodynamics, the Panamera GTS is on a par with the Panamera Turbo: with its large air intake openings, the standard front section from the Panamera Turbo's Sport-Design package emphasizes the vehicle's sporty dynamics and ensures an optimal air supply for the back pressure air filters peculiar to the GTS. This is matched in the tail section by fitting the adaptively deploying four-way rear spoiler from the Panamera Turbo. At a speed of 127 mph and above, it positions itself so as to generate downforce on the rear axle, thereby ensuring stable driving safety at high speeds.

**Exterior: Sporty at first glance**

The visual appearance of the Panamera GTS is characterized by numerous black exterior accessories. The high-gloss black exterior package in particular, featured a standard, comprising the side window trim, the decorative trim on the rear lid, the headlight washer unit cover, the rear diffuser and the side air outlet panels, lends a sporty touch. Together with the black front end side terminators, the side skirts, the tail end and the sports exhaust system's matt black tailpipes the resulting appearance is clear-cut and striking.

A further point of differentiation: the bi-xenon headlights with black inner bezels. They feature four LED daytime running lights apiece, which – as with the Panamera Turbo – are not integrated into the front lights but accommodated in the main headlight. The optional paintwork in Carmine Red, available exclusively for the Panamera GTS, emphasizes the vehicle's sportiness and provides an ideal contrast with the black exterior accessories.

**Interior: Acceleration display, equipment in sporty design**

The Panamera GTS's agility is apparent in every bend. The lateral and longitudinal acceleration display now makes this visible for the driver as well. The display in the right-hand tube of the instrument cluster and the optional Porsche Communication Management (PCM) system informs the driver about the instantaneous acceleration, thereby reflecting the potential for high cornering speeds and the Panamera GTS's driving performance.

The Panamera's sporty personality is expressed throughout the interior with driver and passengers seated in an ambiance made of leather and Alcantara with a choice of five interior colors. The center panels of the adaptive 18-way adjustable sports seats featured as standard, the upper sections of the door armrests and front center console armrest and roof lining are in Alcantara. The Sport-Design steering wheel with shift paddles and twelve hour markings on the steering wheel rim combines dynamic looks and sporty functionality. It can also be clad with black Alcantara if so desired. To ensure clear differentiation, the front stainless steel door entry guards are adorned with "Panamera GTS" lettering. "GTS" lettering is also to be encountered in the instrument cluster and on the embroidered headrests, making the purist Panamera GTS simply unmistakable.

Porsche has put together special optional equipment packages married with a black interior, exclusively for the Panamera GTS. The decorative stitching on the foot mats, top of the dashboard, upper edge of the door, armrest, door trim and center console, the door closing handle along with the seat stitching are executed in Carmine Red or GT Silver. The embroidered "GTS" lettering on the headrests and safety belts is also in the corresponding color, thus rounding off the overall impression.