



PORSCHE



The Panamera Turbo S.

Strength of character.

Maintaining composure shows strength of character.

The new Panamera Turbo S.

Four doors, four seats. Eight cylinders. Up to this point, others may have been able to keep pace until the qualities of the Panamera really shine through. Now we continue to challenge the limits of technical feasibility, to go one step further, to turn a Panamera into a Turbo S.



After all, the 'Turbo' designation is a hallmark. Not only is it synonymous with an extensive standard equipment package and a host of design features that are exclusive to the Turbo S. It is also the promise of enormous

performance potential coupled with outstanding efficiency.

It stands for a strength of character that is perfectly embodied by the Panamera Turbo S.

PORSCHE



We didn't experiment with the exterior design of the Panamera. We simply passed on our genes. So it comes as no surprise that the Porsche DNA is also clearly reflected in the design language of the Panamera Turbo S.

The wings are slightly higher than the bonnet and, at the rear,

they are distinctly muscular and form the typical shoulder line. The silhouette of the Panamera models is therefore uniquely Porsche. It is dynamic without being overbearing and exudes elegance rather than extravagance.

Design elements specific to the Panamera Turbo S include 20-inch 911 Turbo II wheels as standard featuring wheel centres with full-colour Porsche Crest and 5-mm spacers on the rear axle, as well as the model designation on the rear and side skirts.

Further special features are the auto-deploying, two-piece rear spoiler in exterior colour and the standard sports exhaust system. Combined, these characteristics give the Panamera Turbo S its unmistakable and purposeful look. An appearance you can adapt to your own personal style: with a range of 17 exterior colours

to choose from including a new colour available exclusively for the Panamera Turbo S – Agate Grey Metallic.*

As the new Panamera Turbo S confidently proves: to rise above the rest, you simply need to be aware of your capabilities.

**Anyone who
loves the road
wouldn't dream
of tarnishing it.**

* Introduction planned for 09/2011.





Whatever journey you are making – short or long, for business or pleasure, or even just routine driving – the Panamera Turbo S meets your requirements with ease.

**As the name suggests:
a grand tourer.**



On entering the car – when the door-sill guards and rev counter with ‘turbo S’ logo or the head restraints with embossed Porsche Crest catch your eye – it soon becomes clear that you’re inside a very special Panamera. Offering exceptional levels of comfort, the Panamera Turbo S gives you the freedom to focus entirely on the road: standard interior features include electrically adjustable comfort seats at the front with comfort memory package as well as seat heating front and rear. A new leather interior in Agate Grey/Cream exclusive to the Panamera Turbo S and an interior package in anthracite birch are also standard equipment.

Boasting cutting-edge technology, the Panamera Turbo S comes with Porsche Communication Management (PCM) featuring a navigation module with high-speed hard drive, high-resolution 7-inch colour touchscreen display, optional voice control with whole word recognition and a CD/DVD audio drive. An additional standard feature is the display of the car’s lateral and longitudinal acceleration within the instrument cluster and PCM.

The standard BOSE® Surround Sound System has a total of 14 loudspeakers including a 200-watt high performance active subwoofer that combine with a 9-channel amplifier to produce a balanced

sound. Total output: 585 watts. After all, those who work hard to achieve their goals deserve to relax in style. Look forward to a sound-stage offering concert hall qualities in your Panamera Turbo S. Whether it’s Mozart or Motown – enjoy a phenomenal aural experience with your own personal favourites.

Like all strong personalities, the Panamera Turbo S has that little bit extra in store. It can be equipped with the High-End Surround Sound System from Burmester® – one of the most respected premium audio manufacturers worldwide.



Lane Change Assist (LCA)*. The Lane Change Assist (LCA) system monitors the area behind the vehicle and the blind spot using radar sensors. At speeds of 30 km/h (19 mph) or more, it alerts the driver if there is a vehicle in the blind spot or approaching quickly from behind via a visual signal from the exterior mirrors. This enhances comfort and safety, particularly when driving on the motorway. However, LCA does not actively intervene in the controlling of the vehicle and can be deactivated at any time.

Adaptive cruise control. Available as an option, adaptive cruise control regulates the speed of your car in line with the vehicle in front: if you approach another vehicle that is travelling slower than your selected cruising speed, the system slows the engine or gently applies the brakes. This continues until the distance that you have preset is maintained. If the other vehicle decelerates further, adaptive cruise control will continue to reduce your speed. When the road ahead is free once more, the car automatically returns to your selected cruising speed.

ParkAssist. Fitted as standard, ParkAssist has four neatly concealed sensors in the front apron and six in the rear apron. It uses an acoustic signal and a visual warning in the centre console display which provides a graphical representation of the vehicle’s proximity to obstacles. The optional reversing camera facilitates reverse parking aided by the camera image and guidelines shown on the PCM screen.

* Introduction planned for 09/2011.



The road to success is easy to find. If you have the freedom to focus on it.

Four adults, luggage for four, one sports car. A contradiction? Not with the Panamera Turbo S.

The two fully independent rear seats offer plenty of leg and headroom, even for taller passengers. They also provide excellent lateral support during fast cornering – without compromising on comfort. Between the seats is a folding armrest with a handy storage compartment.

For extra storage space and convenience, a large rear centre console is available as an option

featuring two 12-volt sockets and a cooler compartment preparation. Other optional equipment includes comfort seats for the rear offering electric adjustment of the backrest – squab length and lumbar supports – plus a facility that allows the front passenger seat to be adjusted from the rear.

The luggage compartment in the new Panamera Turbo S has a capacity of 432 litres. Ample space for four suitcases from the Porsche Design Driver's Selection range, for instance. This is thanks to the generous height of the

luggage compartment achieved through the special geometry of the rear lid and the large rear screen. The wide opening angle of the rear lid facilitates convenient loading.

A feature rarely encountered in this vehicle class is the fully or split-folding rear seats. In the cargo position, the available luggage capacity in the Panamera Turbo S increases to as much as 1,250 litres.

Perhaps more important than its capacity alone is the luggage compartment's versatility. The rear seats fold independently, allowing for a wide range of loading options.



**In the back:
lots of room.
Right at the
back: even more.**





Fuel consumption/emissions	
Panamera Turbo S with PDK	
Urban in l/100 km (mpg):	17.0 (16.6)/16.7 (16.9)*
Extra urban in l/100 km (mpg):	8.4 (33.6)/8.3 (34.0)*
Combined in l/100 km (mpg):	11.5 (24.6)/11.3 (25.0)*
CO ₂ emissions in g/km:	270/265*

* With 19-inch all-season tyres optimised for rolling resistance.

The current petrol-engined Porsche models are designed to operate on fuels with an ethanol content of up to 10%. The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle) on vehicles with standard specification. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information on individual models, please contact your Porsche Centre.

The new Panamera Turbo S is powered by a new 4.8-litre twin-turbo V8 engine featuring direct fuel injection (DFI), VarioCam Plus and charge-air cooling. It generates 405 kW (550 hp) at 6,000 rpm and maximum torque of 750 Nm between 2,250 and 4,500 rpm. This is increased to an incredible 800 Nm with the 'overboost' function. Compared to the Panamera Turbo, this boost in performance comes courtesy of new twin turbochargers with titanium aluminium compressor wheels which, aided by a revised engine management system, considerably enhance engine response. However, greater performance is only one aspect. When it comes to efficiency, the Panamera Turbo S really comes into its own: DFI enables

a high precision combustion process with fuel being injected straight into the combustion chamber. By mixing the fuel and air directly inside the cylinder, DFI also contributes to engine cooling. This facilitates greater compression, thereby enhancing performance – while also increasing engine efficiency.

VarioCam Plus creates two engines out of one by steplessly adjusting the inlet valve timing and lift. The system differentiates between normal road usage and performance driving, adapting seamlessly as driver inputs change. The benefits: emphatic acceleration and ultra-smooth running characteristics.

If you stop at traffic lights and keep your foot on the brake pedal, the auto start/stop function will automatically cut the engine. This fuel saving system restarts the engine as soon as you release the brakes.

The Panamera Turbo S completes the benchmark sprint from 0 to 100 km/h (62 mph) in just 3.8 seconds (with Launch Control activated) and has a top speed of 306 km/h (190 mph).

Fitted as standard, the Porsche Doppelkupplung (PDK) double-clutch transmission enables ultra-fast gear changes with no discernible interruption in drive. Standard equipment also includes Porsche Traction Management (PTM) active all-wheel drive.

Featuring an electronically variable, map-controlled multi-plate clutch, the system distributes drive torque between the permanently driven rear axle and the front axle. In conjunction with advanced Porsche Stability Management (PSM), PTM ensures perfect torque distribution for optimum traction in all road scenarios, whether on long straights, through tight corners or on surfaces with different friction coefficients.

Performance is a matter of personal choice – for some only top performance will do.

**We believe
in continuous
evolution.
Not out of duty,
but out of
principle.**



From great performer to top athlete.

The Panamera Turbo S is a genuine top athlete, proving that high performance can be raised even further. This also goes for the Sport Chrono Package Turbo. Fitted as standard, it is an evolution of the Sport Chrono Package Plus, providing simultaneous enhancement for the drivetrain and chassis – and an even more exhilarating driving experience. The package includes a digital and analogue timer, the SPORT PLUS button and a performance display in PCM showing lap times.

When the SPORT PLUS button on the centre console is selected, the engine management system adapts for performance driving. Standard fitment on the Panamera Turbo S, Porsche Active Suspension Management (PASM) switches to SPORT PLUS mode for a harder damper setting, more direct steering and, therefore, better road-holding.

The adaptive air suspension, also included as standard, drops to Low Level and the spring rate

becomes firmer. For greater agility and driving dynamics – and more enjoyment behind the wheel.

For the Panamera Turbo S, increased power output is a matter of principle. The same applies to the Sport Chrono Package Turbo. Epitomising the Turbo philosophy, it includes an 'overboost' function. How does it work? When accelerating at full throttle with the SPORT or SPORT PLUS button selected, boost pressure is temporarily increased by up to 10%,

thereby considerably raising the maximum torque the car is able to produce. The result: a temporary 800 Nm of torque instead of the usual 750 Nm – and one contented driver.

Another highlight of this package is Launch Control for maximum acceleration from a standing start. This function is operated via the SPORT PLUS button with the 'D' or 'M' gear position selected. With the left foot depressing the brake pedal,

the driver fully depresses the accelerator for maximum throttle. The engine is revved to an optimum speed of around 5,500 rpm and the clutch is already slightly engaged. Now the driver simply releases the brake pedal and prepares for maximum acceleration that is nothing short of breathtaking.

The Panamera Turbo S features Porsche Dynamic Chassis Control (PDCC) with Porsche Torque Vectoring Plus (PTV Plus)

as standard. An active anti-roll system, PDCC reduces lateral body movement when cornering, thereby improving both comfort and driving dynamics. When combined with PDCC, PTV Plus further optimises traction and agility. Also included as standard is Servotronic, a speed sensitive power-steering system. At higher speeds, the steering becomes firmer, inputs are more precise and driver comfort is enhanced. At lower speeds, it enables easy manoeuvrability and parking.

Making good use of one's capabilities doesn't always entail using them to the full.







The exceptional power of the Panamera Turbo S demands an equally powerful braking system. Featuring six-piston monobloc

aluminium fixed calipers at the front and four-piston equivalents at the rear, it provides superb deceleration – as you'd expect from a Porsche.

The brake calipers have an enclosed monobloc construction. This makes them tough yet lightweight and enables a rapid response and release of the brakes, even under heavy use.

Available as an option on the Panamera Turbo S, the Porsche

Ceramic Composite Brake (PCCB) has already proven its ability to cope with the harshest requirements of the racetrack.

The key advantage of PCCB is the extremely low weight of the brake discs, offering a weight saving of approximately 50% compared with equivalent cast-iron discs. As a result, the unsprung and rotating masses are lightened – for better road-holding and even greater agility.

Dynamic driving requires foresight in the true sense of the word, which is why the Panamera Turbo S features the Porsche Dynamic Light System (PDLS). It boasts a dynamic cornering light function that swivels the main headlights towards the inside of a bend based on the current steering angle and road speed. The static cornering lights activate the auxiliary headlights in order to



illuminate more of the road in tight bends and turns. To prepare for every eventuality, the Panamera Turbo S offers the latest in airbag technology: full-size airbags for both driver and front passenger, which are inflated in two stages depending on the severity and type of impact (e.g. frontal or offset frontal). They are supplemented by knee

airbags and Porsche Side Impact Protection (POSIP) as standard. POSIP comprises two-chamber side airbags for the pelvis and thorax regions, curtain-type airbags on each side of the roof providing optimum head protection for both rows of seats, and side impact protection elements in each door. Side airbags at the rear are available as an option.

Strength of character means recognising that with great power comes great responsibility.

Many say that success can lead to complacency, but to some this doesn't apply. Not content with current achievements, they continue to challenge the limits of technical feasibility. With a clear outcome: more dynamics and more character. Quite logical, if you think about it.

**The new Panamera Turbo S.
Strength of character.**



**For more information, visit our
dedicated Internet microsite at:
www.porsche.com/panamera-turbo-s**

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