



PORSCHE



The Panamera GTS

Purist



Concept	4
Performance	12
Engine	14
Transmission	18
Chassis	22
Balance	30
Safety	31
Environment	32
Personality	34
Comfort	35
Standard specification	42
Personalization	43
Summary	47
Technical data	48



Concept

Sportiness in pure form combined with a Panamera. The Porsche engineers are compelled to push the standards higher. Perhaps it is this obsession mixed with pure, unadulterated driving pleasure that led them to create the Panamera GTS. A sports sedan – for sports car purists.

**The Panamera GTS concept.
Ingenuity is about much more than
getting from A to B.**

The Panamera model range combines uncompromising dynamic performance with comfort and incorporates everything that Porsche stands for: the passionate crafting of highly efficient sports car. Once again, our engineers have made further advances in this respect. The result is the Panamera GTS – sportiness in pure form.

GTS. These are three letters that have secured themselves a place in history

alongside the Porsche name, both on and off the racetrack. Three letters that symbolize supreme performance in a car that is suitable for everyday use.

What exactly is it that distinguishes the Panamera GTS concept? The answer may lie in the following facts: a 4.8-liter naturally aspirated engine delivering 430 hp power output and 384 lb.-ft. torque, 7-speed Porsche Doppelkupplung (PDK) and active all-wheel drive.

Yet, pure facts alone are not an adequate way to describe the character of the Panamera GTS. This car does more than simply bridge the engine power gap

between the Panamera 4S and Panamera Turbo; it is the purist expression of a sports sedan in the Porsche family with a clear focus on performance. For this reason, we gave it everything we could to make it more responsive, emotive and sporty, aesthetically and technically, inside and outside. Typical Intelligent Performance.

Four doors and four seats: but you knew this already. It's time to learn about how we paired pure driving pleasure with pure power.



[01]



It was about clear definitions, and a clear statement.

Exterior.

How can one describe the appearance of the Panamera models? A low, wide stance, a sleek roofline: true sports car proportions. The front, shoulders, and rear all have instantly recognizable Porsche traits. The face that stands out in the crowd.

However, the Panamera GTS goes one step further. Even closer to the road, its sporty character is even more clearly demonstrated.

Let's start at the front. The Panamera GTS is equipped as standard with Bi-Xenon™

headlights, each with four LED daytime running spot lights. These have been carried over from the Panamera Turbo, but with one difference: the headlight housing is finished in black. These are matched by the front light units taken from the Panamera Turbo, with LED light guides as a border for the indicators.

Other Panamera Turbo styling features include the SportDesign front fascia with large air intakes on the right and left for supplying air to the two GTS-specific air filter modules (refer to the 'Engine' section for more information).

The side air outlets behind the front wheels are finished in high-gloss black. So, too, is the side window trim, the covers of the headlight cleaning system, the trim strip on the rear, and the rear diffuser.

As a stylish complement, the lower section of the Panamera GTS is finished in matte black. Starting from the side ends of the front fascia and moving back along the door sills through to the rear fascia and the tailpipes of the sport exhaust system, the line drawn appears more dynamic. In conjunction with the 0.39 in (10 mm) lower suspension, the contour accentuates the sporty overall impression.

For greater downforce and driving stability at high speeds, the Panamera GTS is equipped with the Panamera Turbo rear spoiler. From a speed of 55 mph (90 km/h), it deploys automatically tilting up and spreading out, too.

To cope with the increased engine power output, the Panamera GTS is equipped as standard with 19-inch Panamera Turbo

wheels and the brake system of the Panamera Turbo, recognizable by the red brake calipers.

The same exterior colors are available for the Panamera GTS as for the other Panamera models – a choice of 17 colors in total.

The 'Panamera GTS' logo on the rear hatch and the optional logos on the lower edge of the front doors add the finishing touch to the overall appearance.

Sportiness in a pure form. Be honest, would you have expected the Panamera GTS to be anything else?



[01] Panamera GTS in Carmine Red special color with 20-inch RS Spyder Design wheels



[01]

Interior.

You notice it instantly as you open the door. Uncluttered and ergonomic, the interior is typical of a Panamera and, yet, it looks sportier. This is achieved by the combination of leather and Alcantara® as standard, available in a choice of five interior colors. The seat centers of the Adaptive Sport Seats, the upper sections of the door armrests, the armrest on the front center console and the rooflining are all finished in Alcantara®.

The SportDesign steering wheel with alloyed gearshift paddles is fitted as standard. As an option, you can have the steering wheel rim finished in black Alcantara®.

Specially conceived for the Panamera GTS, an optional interior package with a choice of two colors is available in conjunction with the black Alcantara® interior. The deviated stitching on the dashboard, seats, armrests of the center console, doors, and floor mats are finished in Carmine Red or GT Silver. The headrests on all four seats are embroidered with the 'GTS' logo in the same color. To match, the seat

belts at all four seats are also finished in Carmine Red or GT Silver.

The leather interiors, two-tone combinations and natural leather interiors of the other Panamera models are also available as an option for the Panamera GTS (the Alcantara® finish is not included as part of these packages).

What else is worth mentioning? The 'GTS' logo on the tachometer and the door sill guards in brushed aluminum featuring the 'Panamera GTS' logo will increase your anticipation as you step inside.

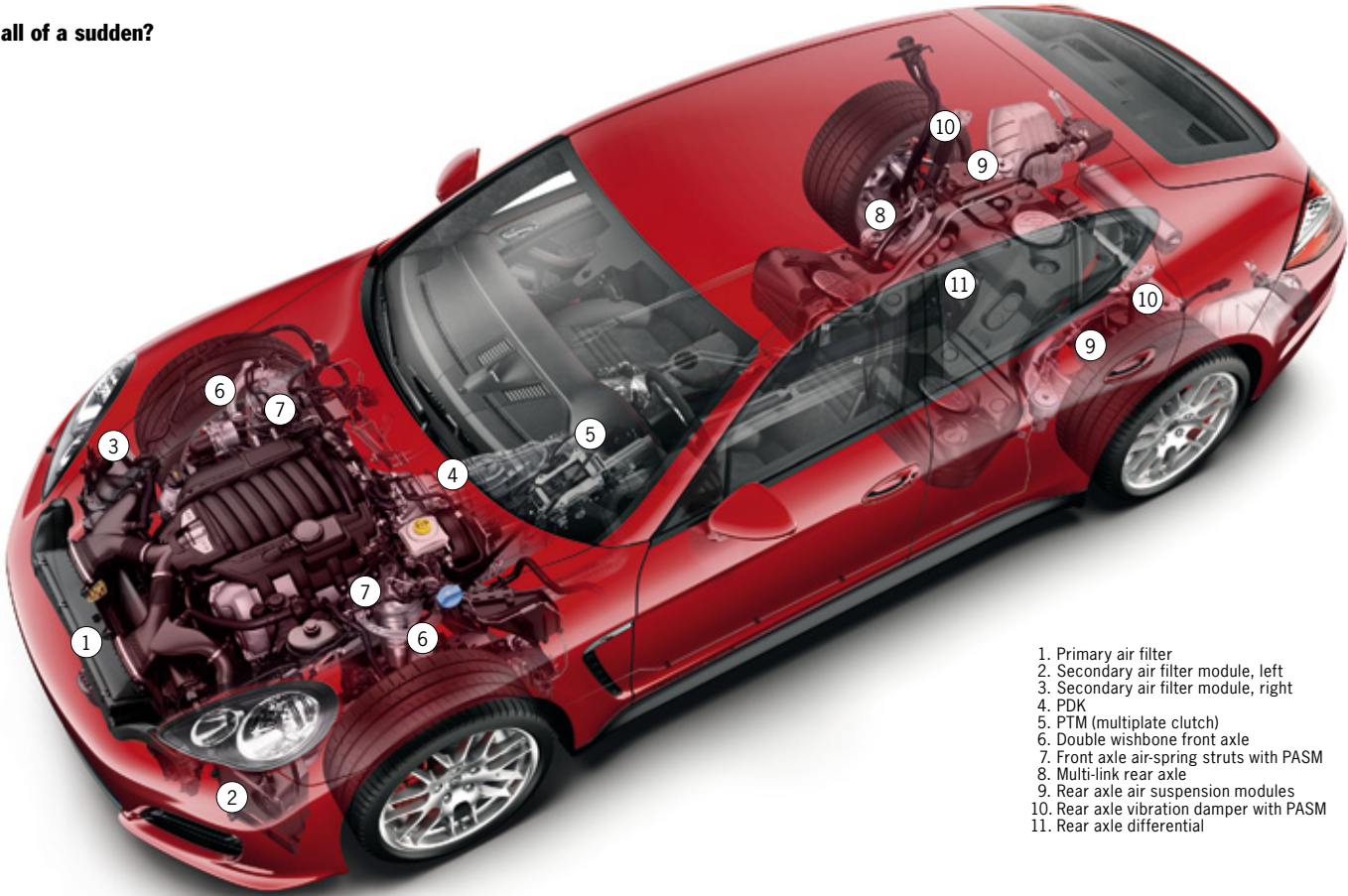
[01] Panamera GTS interior with trim package in Carmine Red, Carbon Fiber interior package and other optional equipment



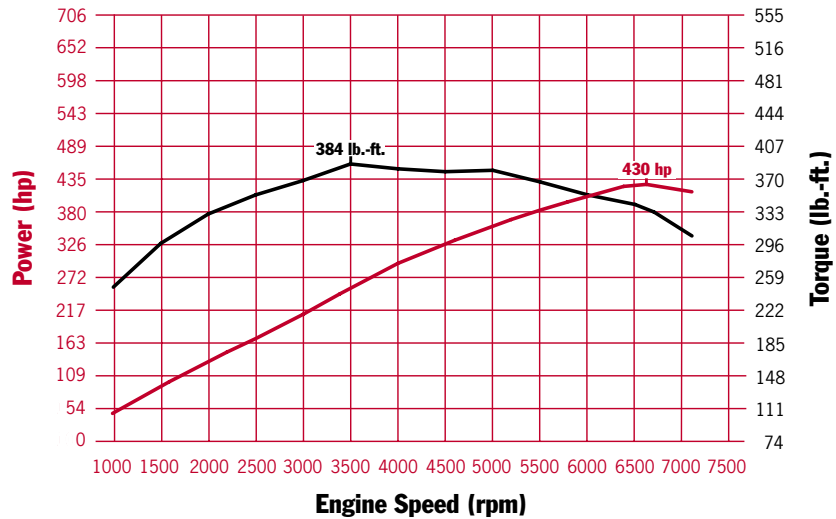
Performance

Supreme performance is a concept that will never become clichéd as far as Porsche is concerned. We've devoted far too much passion to it. If you want to know exactly what the 'GTS' logo promises in terms of performance, you would be better off experiencing it for yourself. In the meantime, we've compiled some facts and figures for you.

Why is your pulse racing all of a sudden?
Pure physics.



- 1. Primary air filter
- 2. Secondary air filter module, left
- 3. Secondary air filter module, right
- 4. PDK
- 5. PTM (multiplate clutch)
- 6. Double wishbone front axle
- 7. Front axle air-spring struts with PASM
- 8. Multi-link rear axle
- 9. Rear axle air suspension modules
- 10. Rear axle vibration damper with PASM
- 11. Rear axle differential



Panamera GTS: 430 hp at 6,700 rpm, 384 lb.-ft. at 3,500 rpm

Engine.

The Panamera GTS is powered by a lightweight 4.8-liter V8 naturally aspirated engine. It features cast aluminum pistons, monobloc aluminum cylinder heads and integrated dry-sump lubrication for a reliable supply of oil even when an extremely sporty driving style is adopted. Although it is based on the engine of the Panamera 4S, it develops 30 hp more power and generates 15 lb.-ft. more torque. It also has a faster-revving engine with a maximum engine speed that has been increased by 400 rpm to 7,100 rpm. The result is a maximum power output of 430 hp and a maximum torque of 384 lb.-ft.

This power upgrade was achieved through a series of measures, including modified intake camshafts with extended valve lift and a new air induction system with two additional air filter modules each located in the left- and right-hand sides of the front fascia respectively.

Above 3,500 rpm, the flaps on the air filter modules are opened to allow the engine to draw in air more easily. At high road speeds, headwind ram pressure is exploited to achieve a further increase in power output.

In addition, the Panamera GTS is equipped with a specially modified engine management system. Not only does this help the engine to develop

torque quickly for a perceptibly more direct engine response, it also contributes to a further reduction in the shift times achieved by Porsche Doppelkupplung (PDK), which is fitted as standard. It does this by deactivating selected engine cylinders temporarily during each gearshift.

Our modifications are reflected in the distinctly resonant engine sound and can be felt in every bone of your body. In SPORT PLUS mode, the Panamera GTS accelerates from 0–60 mph in just 4.3 seconds and reaches a top track speed of 178 mph.

In short, the drive system of the Panamera GTS concentrates 100% on the essentials: maximum performance.



Direct fuel injection (DFI).

With millisecond precision, DFI injects fuel at up to 1,740 psi directly into the combustion chamber by means of electromagnetically actuated injection valves, thus ensuring homogeneous distribution of the air/fuel mixture, and, therefore,

effective combustion. As the mixture is prepared directly in the cylinders, DFI improves the internal cooling of the combustion chambers compared with that of a manifold injection system. The achievable compression ratio of 12.5:1 helps to ensure a high level of engine efficiency.

VarioCam Plus.

The Panamera GTS is also equipped with VarioCam Plus which automatically adjusts the intake camshafts and switches the lift of the intake valves. In the middle and low load ranges, low valve lifts with advanced timing reduce fuel consumption and exhaust emissions and improve smooth running. High torque and maximum output are achieved through high valve lifts and retarded timing.

How does this benefit you? Extraordinary acceleration power with comparatively low fuel consumption.

Auto Start Stop function.

The Auto Start Stop function is also standard in the Panamera GTS. If, for example, you stop at traffic lights and keep your foot on the brake pedal, the system will automatically switch the engine off. This fuel-saving system restarts the engine as soon as you release the brakes.

A key advantage is that there is no need for you to change your driving habits. You can simply carry on as normal. All audio and communication systems remain switched on and the climate control continues to maintain your selected temperature, despite the engine being switched off. The engine restarts if more power or extra cooling output is required.

The Auto Start Stop function can be activated and deactivated using a separate button. The function may

remain inactive under particular circumstances, e.g. in very high outside temperatures, on extreme uphill gradients, or if battery charge is low, and will be deactivated if SPORT or SPORT PLUS mode is activated (p. 28).

Sport exhaust system.

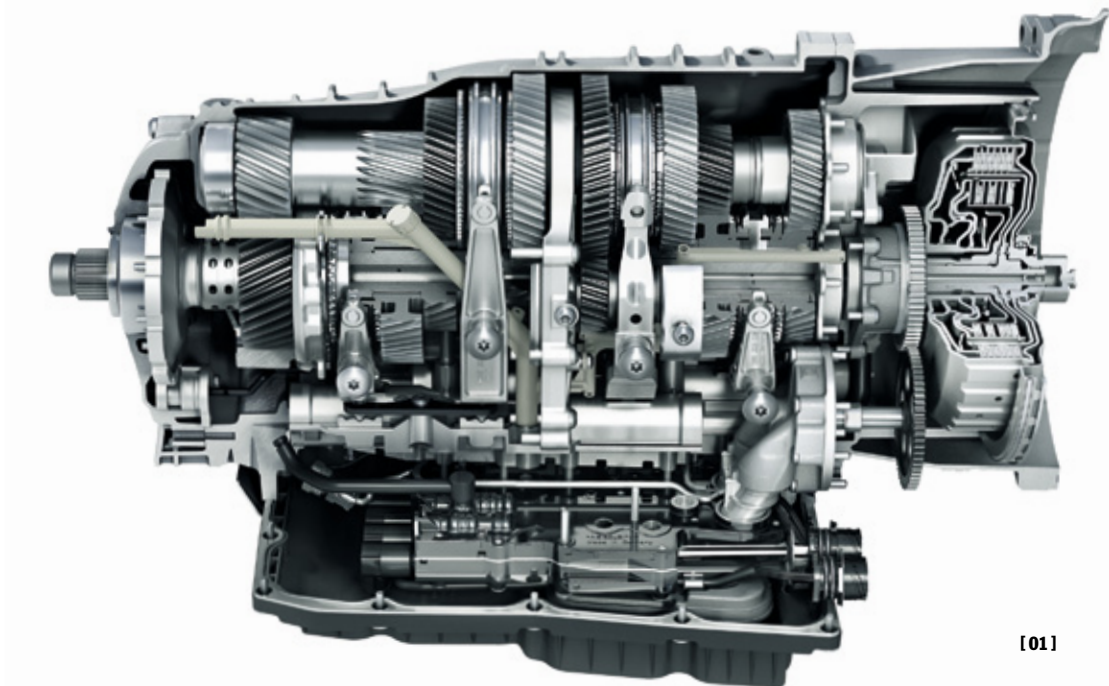
The Panamera GTS is equipped as standard with the sport exhaust system featuring tailpipes painted in matte black. The exhaust system is made from long-life stainless-steel alloys. The powerful primary and main catalytic converters heat up rapidly and help to deliver effective emissions control. When a separate control button is pressed or SPORT or SPORT PLUS mode is activated, the sport exhaust system switches to a characteristic motorsport sound, eclipsing even that of the other Panamera models.



[01]

[01] Sport exhaust system





[01] Porsche Doppelkupplung

Porsche Doppelkupplung (PDK).

Offering both a manual gearshift and an automatic mode, 7-speed PDK delivers sport performance combined with efficiency and comfort. It enables rapid gear changes with no discernible interruption in the flow of power. Gears 1 to 6 have a sport ratio and top speed is reached in 6th gear. The 7th gear has a long ratio, which helps to keep engine revs within a comfortable, low range even at high road speeds.

In keeping with the character of the Panamera GTS, we've made PDK sportier. Depending on the gearshift program ('Normal', SPORT, or SPORT PLUS, p. 28), gear changes are optimized for sporty to

extremely sporty performance. During an upshift, for example, selected engine cylinders are deactivated temporarily, which enables the speed of the engine to be synchronized with the speed of the transmission more quickly to deliver faster shift times accompanied by a characteristic motorsport engine sound.

In SPORT PLUS mode, PDK is tuned for maximum performance. Engine torque, for example, is no longer reduced during an upshift and drive force is fully exploited to achieve best possible acceleration.

What does this mean for you? A drive that emulates the motorsport experience.



[02] PDK gear selector



[01]

SportDesign steering wheel.

In the Panamera GTS, the SportDesign steering wheel is fitted as standard and features gearshift paddles and a top center marking on its smooth-finish leather rim.

The paddles are made from a strong alloy and are ergonomically located behind the right and left steering wheel spokes. Pull the right-hand paddle to shift up and pull the left-hand paddle to shift down. A display in the left- and right-hand steering wheel spokes tells you whether SPORT, SPORT PLUS, and 'Launch Control' (p. 28) are activated.

As an option, it is possible to have the SportDesign steering wheel rim finished in black Alcantara®.

[01] SportDesign steering wheel

Porsche Traction Management (PTM).

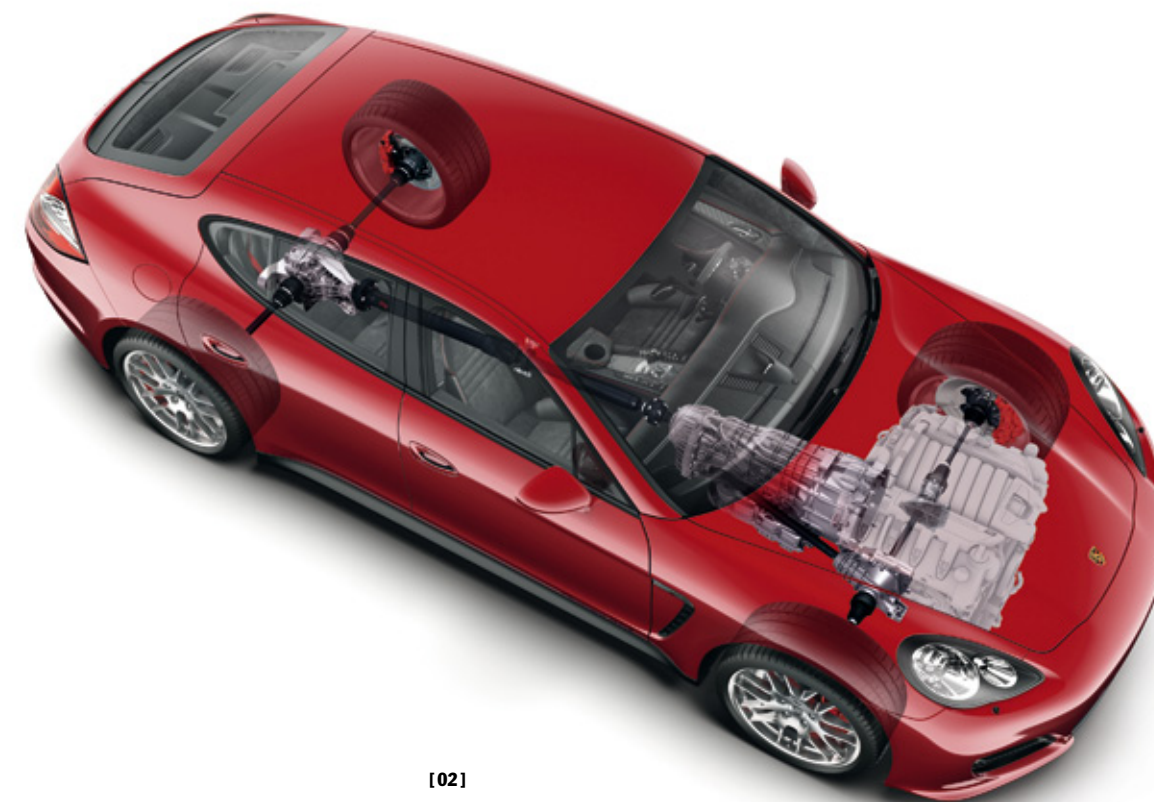
Fitted as standard in the Panamera GTS, Porsche Traction Management (PTM) comprises an active all-wheel drive with electronic and map-controlled multiplate clutch with Automatic Brake Differential (ABD) and Anti-Slip Regulation (ASR). The electronically controlled multiplate clutch regulates the fully variable distribution of drive force between the permanently driven rear axle and the front axle.

Through continuous monitoring of driving conditions, the electronics are able 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 multiplate clutch. In addition, ASR reduces wheel slip. When cornering, the front wheels only ever receive as much drive force as is necessary to guarantee optimum lateral stability. In this way, PTM, in interaction with Porsche Stability Management (PSM, p. 27) helps to ensure that the perfect distribution of drive is achieved every time: whether on long straights, through tight corners, or on surfaces with different friction coefficients. In this situation, traction is additionally enhanced by the Automatic Brake Differential (ABD).

Whenever the brake control systems are required to intervene, PTM decouples the front axle completely so that PSM interventions can take place at each individual wheel.



[02]

[02] All-wheel drive

Adaptive air suspension including Porsche Active Suspension Management (PASM).

The Panamera GTS is equipped as standard with adaptive air suspension including Porsche Active Suspension Management (PASM). This combined system enhances both dynamic performance and comfort. It features a leveling system, ride-height adjustment, spring rate adjustment and electronic adjustment of damping forces.

With the air suspension at Normal Level, the Panamera GTS already sits 0.39 in (10 mm) lower than other Panamera

models and the suspension has a firmer setting. As soon as SPORT PLUS mode is selected, the suspension automatically drops to Low Level (0.59 in lower). At the same time, a harder spring rate is achieved through a reduction in the amount of air stored in the air suspension.

The manual lift function enables you to raise the vehicle body by 1.18 in (30 mm) to High Level to minimize the risk of grounding, e.g. on car park ramps. The purpose of the leveling system is to keep the vehicle level constant automatically and regardless of load distribution.

PASM is an electronic damping control system. It actively and continuously regulates damping forces according to driving style and road conditions for increased body stability and a more direct steering response. It is possible to select from three modes: Comfort, SPORT or SPORT PLUS.

For you, this involves nothing more than the press of a button and you can feel the result: increased driving stability, more comfort and improved performance.





Steering and Power Steering Plus.

Precise and direct: describes a typical Porsche steering system – with variable steering ratio. Around the straight-ahead position, such as during highway driving, the ratio is less direct with no loss of agility or feedback from the road. When the steering wheel is turned further, the ratio becomes more direct, allowing easier cornering and parking.

Power Steering Plus, the speed-sensitive power-steering system, is available as an option. At higher speeds, the steering is firm and responds with extreme precision while steering comfort remains as high as you would expect. At low speeds, the Power Steering Plus ratio adjusts for easy maneuvering and parking.

Wheels and Tire Pressure Monitoring System (TPMS).

The Panamera GTS is an extremely powerful vehicle, which is why it comes equipped as standard with 19-inch Panamera Turbo wheels featuring a classic sporty design. Tire sizes 255/45 ZR 19 and 285/40 ZR 19 are fitted to the front and rear respectively. For a wider track, wheel spacers (5 mm) are fitted at the rear as standard.

A selection of 19- or 20-inch wheels is available in our range of options.

A selection of 19- or 20-inch all-season tires is available for the Panamera GTS. A 19-inch low-rolling resistance version of these tires is also available. These reduce fuel consumption.

Tire Pressure Monitoring System (TPMS), which is fitted as standard, sends warnings to the on-board computer's display screen in the event of excessive pressure loss.



[01] 19-inch Panamera Turbo wheel

[02] 19-inch Panamera Design wheel

[03] 20-inch RS Spyder Design wheel

[04] 20-inch 911 Turbo II wheel

[05] 20-inch Panamera Sport wheel

[06] 20-inch Panamera Sport wheel painted black



Porsche Stability Management (PSM).

PSM is an automatic control system that stabilizes the vehicle at the limits of dynamic driving performance. Sensors continuously monitor driving direction, speed, yaw velocity and lateral acceleration. Using this information, PSM computes the actual direction of motion. If this direction deviates from the desired course, PSM can, for example, initiate braking interventions targeted at individual wheels in order to stabilize the vehicle.

Under acceleration on wet or low-grip road surfaces, PSM improves traction using the ABD (Automatic Brake Differential) and ASR (Anti-Slip Regulation) functions.

For an even more involving driving experience, you always have the option to deactivate PSM. It is automatically reactivated, for your safety, only if you

brake harder and either of the front wheels (in SPORT PLUS mode, both of the front wheels) requires ABS assistance.

PSM comes with two additional functions: precharging of the brake system, enabling maximum braking power to be achieved much sooner; and brake assist, for maximum deceleration in a critical situation.

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

PDCC is available as an option for the Panamera GTS. This is an active anti-roll system that anticipates and significantly reduces lateral body movement during cornering maneuvers. In addition, it minimizes the lateral instability of the

vehicle on uneven ground. The effect is achieved with the aid of active anti-roll bars on the front and rear axles which respond to the current steering angle and lateral acceleration by producing a stabilizing force that precisely negates the roll of the body.

PTV Plus combined with PDCC is a system that actively enhances vehicle dynamics and stability. Operating in conjunction with an electronically regulated rear differential lock, it works by varying the torque distribution to the rear wheels. To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis. This results in a direct and sporty steering action as the car

enters the corner. At low and medium vehicle speeds, PTV Plus significantly increases agility and steering precision. At high speeds and when accelerating out of corners, the electronically regulated rear differential lock ensures greater driving stability. It also serves to improve traction at the rear wheels on road surfaces with varying levels of grip, in the wet and on snow.

For the driver, this means remarkable lateral vehicle stability, optimum traction as well as a high degree of agility at every speed with precise steering and stable load transfer characteristics. In short, it offers pure driving pleasure.

Sport button and the Sport Chrono Package.

The Panamera GTS is more driver-oriented than the other models in the Panamera range. You can feel it and you can hear it the moment you start the engine and depress the accelerator. With the SPORT and SPORT PLUS buttons, both of which are available as standard, you have a choice between two modes to make your Panamera GTS driving experience more



direct and dynamic. When the SPORT button is selected, the electronic engine management system adapts for sportier performance driving. In response to pedal input, a more dynamic throttle map opens the throttle valve wider than would be the case in Normal mode. The throttle response is significantly more immediate and a harder rev-limiter is applied. PDK shifts up later and shifts down sooner. Porsche Active Suspension Management (PASM) and the optional Porsche Dynamic Chassis Control (PDCC) also switch to SPORT mode to deliver harder damping and more direct steering, which provides greater agility through corners.

The SPORT PLUS button activates SPORT PLUS mode. The adaptive air suspension of the Panamera GTS drops the chassis to Low Level and stiffens the spring rate.

Offering involving performance, PDK is now geared for extremely short shift times and optimum shift points for the maximum acceleration available. In automatic mode, PDK responds to the slightest deceleration – even at high engine speeds – with a swifter brake-induced downshift. In response to downshifts in manual mode, the electronic engine management system initiates a purposeful increase in transmission speed to suppress load-change reactions.

In SPORT PLUS mode, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. Agility is further enhanced when braking for corners with PSM enabling greater maneuverability under braking and exit acceleration, especially at low speeds. For even greater dexterity, PSM can be set to standby while the car is still in

SPORT PLUS mode. For safety, it remains set to intervene automatically only when ABS assistance is required on both the front wheels.

Optimum acceleration from a standing start is provided by the ‘Launch Control’ function. This function is operated via the SPORT PLUS button with the ‘D’ or ‘M’ drive position selected. With the left foot depressing the brake pedal, the driver fully depresses the accelerator for maximum throttle. ‘Launch Control’ now appears in the SportDesign steering wheel spoke display. Now simply release the brake and feel the acceleration power unleashed to the road.

The stopwatch mounted on the dashboard is a component of the Sport Chrono Package. Designed to record lap times

and measure distances, it can also be used as a conventional clock.

Another key component is the performance display in the standard Porsche Communication Management (PCM, p. 36), which enables you to view, store and evaluate recorded times. It shows the total driving time, current lap distance, lap number and lap times recorded so far. You can view the current fastest lap and the remaining range until empty. Traveled distances can be recorded and defined as benchmark distances.





Balance

For us, sportiness is always measured against the safety on which everything is based. For a sports car like the Panamera GTS, this matters more than ever.

We try to plan for every eventuality. Just to be on the safe side.

Lighting concept.

Foresight begins with good visibility. This is why the Panamera GTS is equipped with Bi-Xenon™ main headlights including Porsche Dynamic Light System (PDLS). Its dynamic cornering light function swivels the headlights towards the inside of a corner, based on steering angle and road speed, and the static cornering lights activate the auxiliary headlights in order

to illuminate more of the road at tight corners and turns. In addition, PDLS adapts light distribution to suit the current speed and visibility conditions. Also fitted as standard are the four LED daytime running spot lights in each main headlight.

The lighting system features a ‘Welcome Home’ function – a customizable delayed switch-off timer that keeps the daytime running lights, the taillights and the courtesy lights in the exterior mirrors switched on until you reach your front door.

Engineered body design.

The fully galvanized lightweight body-shell in steel and aluminum produces a highly resilient passenger cell that offers high levels of protection in the event of an impact. A system of longitudinal and transverse members at the front absorbs energy, disperses the force of impact and minimizes deformation of the passenger cell. A rigid bulkhead cross member reduces deformation of the footwell and provides improved protection for the feet and legs.

Airbags.

In addition to knee airbags and full-size airbags for the driver and front passenger, the Panamera GTS is equipped as standard with the Porsche Side Impact Protection System (POSIP). This comprises side airbags in the front seats, curtain airbags along the entire roof frame and side windows from the A-pillar to the C-pillar, and side impact protection elements in the doors. Side airbags in the rear compartment are also standard.



[01]

diameters are 15.35 in (390 mm) and 13.78 in (350 mm) at the front and rear respectively. The discs are internally vented and slotted for improved heat dispersal and braking even under extreme conditions.

The electric parking brake, which can be activated manually, releases automatically as you pull away.

Brakes.

The brake system of the Panamera GTS, which features six-piston monobloc aluminum fixed brake calipers at the front and four-piston units at the rear, has been carried over from the Panamera Turbo. The brake disc

Porsche Ceramic Composite Brake (PCCB).

The track-tested Porsche Ceramic Composite Brake (PCCB) is available on request (only in conjunction with 20-inch wheels). The diameters of the cross-drilled ceramic discs are

16.14 in (410 mm) and 13.78 in (350 mm) at the front and rear respectively.

PCCB is characterized by its low thermal expansion, which prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer more favourable noise-damping properties.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50 % lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy, this represents a major reduction in unsprung and rotating masses. The results are improved handling, better road holding and increased comfort, particularly on uneven roads.

Environment.

As far as engine output is concerned, we are already among those manufacturers achieving the lowest CO₂ emissions.

This has been achieved through efficient drive concepts, lightweight construction, optimum aerodynamics and low rolling resistance. In this way, Porsche demonstrates that even high performance sports car can achieve moderate fuel consumption and exhaust emission values in their respective category.

How? Through the use of fuel-efficient technologies such as direct fuel injection (DFI), VarioCam Plus, Auto Start Stop and electrical system recuperation,

whereby the vehicle battery is charged predominantly under braking.

Furthermore, the bodyshell of the Panamera GTS has an alloy content of around 23%. The hood, doors, front fenders and rear hatch, for example, are made of aluminum, which saves weight and reduces fuel consumption.

[01] PCCB





[01]

Personality

A Panamera GTS generates power effortlessly at all times, on any road. Yet, for all this power, it also offers the highest level of comfort imaginable. At all times, on any road.

This sense of well-being isn't available everywhere as standard.

Interior.

An expressive design. Well-conceived technology. A consistently sporty style. Why should the rules for performance be any different for the interior? The interior of the Panamera GTS is sporty, uncluttered and ergonomic. The layout is ingeniously designed and functional. This interior belongs in a sports car. What strikes you immediately is the elevated center console with controls arranged into logical groups for fast and direct access by the driver. The steering wheel adjusts for both height and reach.

The five circular instruments with 'GTS' logo on the tachometer and on the

integrated 4.8-inch color display are quick, clear and easy to read. The color screen gives access, for example, to the on-board computer or tire pressure information and, in conjunction with PCM, it displays the navigation system map. That's not all. Here, it displays the longitudinal and lateral acceleration forces currently acting on the vehicle.

Adaptive Sport Seats are fitted as standard. With firm padding and high side bolsters on the cushion and backrest, they offer good lateral support and provide a sporty posture. Featuring 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, cushion and backrest angle, cushion length, fore/aft adjustment and four-way lumbar support. In addition, the side bolsters on the seat cushion and backrest are independently adjustable for added comfort on long



[02]

journeys and precision lateral support through corners.

Also included as standard are seat heating for the front seats and a personal memory function for driver and front passenger seat positions and lumbar support as well as the positions of the steering wheel and exterior mirror on the driver's side.

The two rear seats offer plenty of leg and head room, even for taller passengers. The backrests fold down individually with a ratio of 40:60 to increase storage capacity to 44.6 cu. ft.

[01] [02] Panamera GTS interior with trim package in Carmine Red, carbon interior package and further optional equipment



SiriusXM® Satellite Radio receiver.

Only SiriusXM® brings you more of what you love. The optional satellite radio service provides over 130 channels coast to coast, including commercial-free music, plus the best sports, news, talk, comedy, and entertainment. Welcome to the world of satellite radio. Sports and stocks, also provided by SiriusXM®, give you customized updates on your favorite teams and stocks, so you can arrive at your destination well-informed.

HD Radio® Receiver.

An HD Radio® receiver is available as an option on the Panamera GTS. HD Radio technology provides access to all of your favorite FM stations plus a broad

range of new digital programming. HD Radio also includes advanced audio and data features that enhance your listening experience.

Porsche Communication Management (PCM) with navigation module.

For the Panamera GTS, Porsche Communication Management (PCM) is standard. Powerful, multifunctional and yet easy to use, PCM is your control center for audio, navigation and communication functions. The focal point is the intuitive 7-inch high-resolution touchscreen.

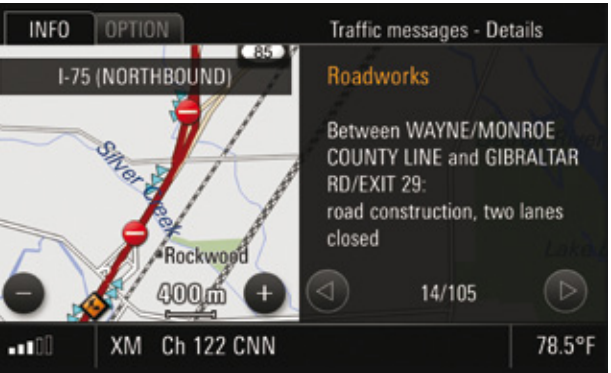
Radio functions include up to 42 memory presets and an FM dual tuner frequency diversity with RDS, which continuously scans in the background for the best

signal, and a dynamic autostore. The CD/DVD drive plays CDs and audio DVDs and is MP3-compatible. A six-disc CD/DVD changer integrated into PCM is available as an option.

With the standard universal audio interface, you have two connections in the storage compartment of the front center console. The USB port enables you to connect and charge supported iPod® and iPhone® models or you can connect an MP3 player or USB memory stick containing MP3 tracks. The AUX interface is an analog connection for other audio sources. Functions are operated using the controls on the connected device itself. The Jukebox function* allows you to store up to 10,000 MP3 files on the internal hard disc of the PCM via the optional universal audio interface. This means you can enjoy in-car music for hours.



The sound is produced by 11 loudspeakers with a total output of 235 watts. For even more powerful audio performance, PCM can, as an option, be combined with the BOSE® Surround Sound System or Burmester® High-End Surround Sound System.



A navigation module with high-speed hard drive is included with PCM. For route guidance, it is possible to select between a 2-D display and a 3-D perspective. In some regions, even buildings can be displayed in 3-D as well as terrain with satellite image overlay. Split screen mode enables you to view two functions at once, such as the current navigation

map and a list of symbols that represent the next driving maneuver.

Using the optional online services*, you can enjoy extensive Smartphone functionality and integration in your Panamera GTS.

* Available from 11/2012 at the earliest.

[01] SiriusXM®

BOSE® Surround Sound System.

You may wonder why anyone would want to listen to music rather than the sound of a Porsche. We understand your scepticism, but we do have a compelling solution: BOSE®. The BOSE® Surround Sound System is compatible with the standard Porsche Communication Management (PCM).

The system comprises 9 amplifier channels with a total output of 585 watts. Its 14 loudspeakers and 200-watt active subwoofer deliver a balanced acoustic pattern and transform your Panamera into a concert hall.

In combination with Porsche Communication Management (PCM), the BOSE® Surround Sound System enables audio

playback of DVDs and is thus able to make full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources, such as CDs and MP3s, in stereo or, at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2.

The BOSE®-patented AudioPilot® noise compensation technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback instantly and automatically so that a consistent sound is maintained – whatever the driving conditions.

As an innovator in the field, BOSE® has used its considerable experience to adapt the system specifically to the passenger compartment of the Panamera. Thanks to signal processing technologies developed by BOSE® for the automotive industry, it has been possible to achieve optimum acoustics by tailoring the system to suit the layout of the vehicle interior.

Regardless of whether you adopt a relaxed or sporty driving style, the result is a balanced, faithfully reproduced sound and captivating 360° acoustic experience delivered to all four seat positions.

Burmester® High-End Surround Sound System.

The sound developed by our research center in Weissach is amplified by a sound from Berlin. We're talking about Burmester®, a bespoke manufacturer based in Berlin and one of the most respected premium audio manufacturers worldwide. As an option, the Burmester® High-End Surround Sound System can be combined with the Porsche Communication Management (PCM).

The technologies behind the system are from one of the finest Burmester® premium home audio systems. State-of-the-art and featured like this in a Porsche for the first time. The extravagance is uncompromising, the craftsmanship excellent, the sound phenomenal. The system owes its eminence to countless details, and one goal: perfection in sound.

The system has 16 amplifier channels with a total output of more than 1,000 watts, 16 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 372 in² and a frequency response of 30 Hz to 20 kHz.

Conceptually, we have broken entirely new ground. Crossover technology has been carried over more or less unmodified from the home audio sector. Analogue and digital filters have been optimally defined for their new installation location and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based air motion transformers (AMT) that have been designed specifically for the Panamera. For unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability. All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition and impulse accuracy. As yet unequalled, the result is a natural and richly textured spatial sound. All of

this is achieved despite the system's remarkably low overall weight thanks to intelligent Burmester® lightweight technology. The elegantly pure design with galvanised surrounds and Burmester® logos on selected loudspeakers make it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio. Typically Porsche.





ParkAssist and reversing camera.

ParkAssist is fitted as standard. With four sensors installed in the rear end, it audibly alerts the driver to the presence of large obstacles detected behind the vehicle. As an option, the system can be expanded to include six sensors in the front end. The audible alert is supplemented by a visual warning in the central display screen in the form of a graphical representation of the vehicle's surroundings.

The optional reversing camera (only in conjunction with PCM and ParkAssist (front and rear) facilitates reverse parking with the aid of the camera image and guidelines superimposed on the PCM screen.

Adaptive cruise control.

Available as an option this enhanced version of cruise control can regulate the speed of your vehicle in line with that of the vehicle in front. A radar sensor scans the road up to 650 feet

ahead. If you approach another vehicle traveling slower than your selected speed, the system slows the engine or gently applies the brakes until the distance you have selected is maintained. Your vehicle will then follow the one in front at a reduced speed. If the other slows further, adaptive cruise control will continue reducing your speed – even down to a stop in some cases. To resume driving after an automatic stop, press the accelerator pedal normally. The system also readies your brakes when it detects a decreasing distance.*

Lane Change Assist.

The optional Lane Change Assist uses radar sensors to monitor the areas to the rear of the vehicle and the blind spots on either side. Above a speed of 18 mph, the system issues a visual warning signal in the exterior mirrors whenever it detects a vehicle rapidly approaching your vehicle from behind or possibly entering one of your blind spots. In this way, Lane Change Assist improves comfort and safety, particularly on

motorways. However, it has no input into vehicle steering and can be deactivated manually at any time.

Porsche Entry & Drive.

Designed to minimize active key use, Porsche Entry & Drive is available as an option for the Panamera GTS and is recognizable by black inlays on the door handles. As soon as you touch the door

handle, Porsche Entry & Drive checks the access code stored in the key. Once the key is validated, the door unlocks. The engine can then be started and switched off using the ignition switch. To lock the vehicle, you simply press a button on the outside of the door handle. Porsche Entry & Drive then locks the vehicle and activates the engine immobilizer and steering column lock.



[01] Reversing camera display in PCM



[02] Adaptive cruise control

* Adaptive cruise control is never a substitute for safe and attentive driving, but can be a great convenience in highway cruising.

Standard specification.

Exterior	Engine, transmission and chassis
Solid colors: Black, White	Additional air filters with ram-air intake
SportDesign front fascia (in Panamera Turbo Look)	Sport exhaust system featuring tailpipe trims with black paint finish as standard
Bi-Xenon™ main headlights in black including Porsche Dynamic Light System (PDLS)	Porsche Doppelkupplung (PDK)
Air outlets in wings behind front wheels, in black (high-gloss) including fins	Porsche Traction Management (PTM) active all-wheel drive
In black (high-gloss): side window trims, trim strip on rear hatch, headlight cleaning system covers and diffuser in rear fascia	Adaptive air suspension (Normal Level 0.39 in (10mm) lower) including Porsche Active Suspension Management (PASM)
Sideskirts in matte black	Brake system of Panamera Turbo with red brake calipers
Adaptive rear spoiler (4-way) with black finish	19-inch Panamera Turbo wheels with 5 mm spacers at rear axle
	Tire Pressure Monitoring System
	Sport Chrono Package
	Interior
	Leather interior package in standard color with selected items in Alcantara®: Black, Platinum Grey, Luxor Beige, Yachting Blue, Marsala
	SportDesign steering wheel with gearshift paddles
	Adaptive Sport Seats with memory package
	‘GTS’ logo embroidered on headrests (front and rear)
	Door sill guards in brushed aluminum with ‘Panamera GTS’ logo at front

Personalization.

Panamera GTS personalization options
Interior trim package in Carmine Red or GT Silver
Sideskirts in exterior color at no extra cost
‘Panamera GTS’ decorative logo on front doors

The Panamera GTS specification may be second to none, but you still have the opportunity to personalize your car entirely to your own taste. There is a comprehensive range of individual items and equipment packages to choose from.

For the Panamera GTS, 17 exterior colors are available. On request, you can order your Panamera GTS with a paint finish in virtually any other color.

For further information, please refer to the Panamera main catalog and the Exclusive Panamera catalog.

Using the Porsche Car Configurator at www.porscheusa.com, you can see how the personalization options that you have selected for your Panamera GTS would look on the inside and outside.

Become the designer of your new Panamera GTS, and look forward to the result: pure driving pleasure.





Summary

Passion for the sports car. Once again, our engineers took the direct route and, thanks to Intelligent Performance, they have managed to deliver 100%. The result is a sports sedan, built for sports car purists.

The Panamera GTS.

Technical data

Engine	
Cylinders	8
Displacement	4.8 liters
Max. power (DIN) at rpm	430 hp at 6,700 rpm
Max. torque at rpm	384 lb. ft. at 3,500 rpm
Compression ratio	12.5 : 1
Transmission	
Layout	All-wheel drive
7-speed Porsche Doppelkupplung (PDK)	Standard

Chassis	
Front axle	Fully independent large-format double wishbone suspension
Rear axle	Fully independent multi-link suspension
Steering	Power-assisted (hydraulic)
Turning ratio	39.3 ft
Brakes	Six-piston aluminum monobloc fixed brake calipers at front, four-piston aluminum monobloc fixed calipers at rear, discs internally vented and slotted
Vehicle stability system	Porsche Stability Management (PSM)
Anti-lock braking system	ABS
Standard wheels	Front 9 J x 19 ET 60 Rear 10 J x 19 ET 61
Standard tires	Front 255/45 ZR 19 Rear 285/40 ZR 19

Weights	
Curb weight	4,398 lbs
Maximum load	1,235 lbs
Performance	
Top track speed	178 mph
Acceleration 0–60 mph	4.3 secs

Estimated EPA Fuel economy	
City (mpg)	16
Highway (mpg)	23
Combined (mpg)	19

Dimensions	
Length	195.6 in
Width (with mirrors)	76.0 in (83.2 in)
Height	55.4 in
Wheelbase	114.9 in
Luggage compartment volume	15.7 cu. ft.
Cargo area volume with rear-seat backrest fully folded	44.6 cu. ft.
Tank capacity (refill volume)	26.4 gal

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