



PORSCHE

The new Taycan Cross Turismo

Press Kit

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Fuel consumption and emissions

Taycan 4 Cross Turismo: Power consumption combined 28.1 kWh/100 km; CO₂ emissions combined 0 g/km

Taycan 4S Cross Turismo: Power consumption combined 28.1 kWh/100 km; CO₂ emissions combined 0 g/km

Taycan Turbo Cross Turismo: Power consumption combined 28.7 kWh/100 km; CO₂ emissions combined 0 g/km

Taycan Turbo S Cross Turismo: Power consumption combined 29.4 kWh/100 km; CO₂ emissions combined 0 g/km

All information refers to the EU model.

The consumption and CO₂ emission values were determined in accordance with the new Worldwide Harmonized Light Vehicle Test Procedure (WLTP). The NEDC values must continue to be specified for the time being. Further information on the official fuel consumption and official, specific CO₂ emissions of new passenger cars is available in the publication entitled “Guidelines on fuel consumption, CO₂ emissions and power consumption of new passenger cars”, which is available free of charge from all sales outlets and from Deutsche Automobil Treuhand (DAT).

Highlights

The new Porsche Taycan Cross Turismo

- **The all-rounder among electric sports cars**

The new Taycan Cross Turismo features all the strengths of the Taycan such as superior performance and long range. In addition, there is more headroom for rear-seat passengers and a maximum luggage compartment capacity of over 1,200 litres loaded via the large tailgate. The chassis, with standard all-wheel drive and air suspension, is height-adjustable. The Taycan Cross Turismo will be launched on the market in the summer of 2021. It is anticipated that the five largest markets for this version of the Taycan will be the US, the UK, Norway, the Netherlands and Germany.

- **Purist exterior design with Porsche DNA**

The visual appearance of the Taycan Cross Turismo is closely based on the Mission E Cross Turismo concept study presented at the Geneva International Motor Show in 2018. In particular, its silhouette is defined by the sporty roof line sloping towards the rear – called the flyline by Porsche designers. The off-road design elements include wheelarch trims, unique lower aprons at the front and rear as well as the side sills. In combination with the Off-Road Design package, the Cross Turismo has special flaps at the corners of the front and rear bumpers and at the ends of the sills. These make for a striking exterior and provide protection from stone impacts. Like the Taycan sports saloon, the new Cross Turismo also features innovative elements such as the glass-effect Porsche lettering in the light bar.

- **Unique interior design with a wide display band**

The highly praised design contours familiar from the Taycan sports saloon can be found in the interior: the wing-shaped upper and lower sections of the dashboard stretch across the entire width of the vehicle. The free-standing, curved instrument cluster forms the highest point on the dashboard. A central 10.9-inch infotainment display and a further, optional front passenger display are combined to form an integrated glass band in a black-panel look. A compass mounted on the top of the dashboard is optionally available.

- **Innovative chassis systems**

The integrated Porsche 4D Chassis Control analyses and synchronises all chassis systems in real time. Porsche uses a centrally networked control system for the chassis of the Taycan Cross Turismo. Adaptive air suspension with three-chamber technology including the PASM (Porsche Active Suspension Management) electronic damper control system is fitted as standard in all Taycan Cross Turismo models. The air suspension includes a Smartlift function as standard. This allows the customer to easily programme the system so that the ride height is automatically raised at certain recurring locations such as road humps or garage driveways. Such positions can be stored by simply pressing the chassis button.

- **The Gravel Mode driving programme**

The Taycan Cross Turismo comes as standard with the additional Gravel Mode driving programme for journeys on light off-road terrain such as gravel tracks or muddy road surfaces. In this mode, the ride height is raised by 30 millimetres compared with the saloon. Gravel Mode also influences the Porsche Active Suspension Management (PASM), Porsche Traction Management (PTM), Porsche Torque Vectoring Plus (PTV+) and Porsche Stability Management (PSM) chassis systems, as well as the rear-axle transmission. The shift operations of the latter are optimised to ensure maximum traction. The car's throttle characteristics have also been designed specially for off-road driving in terms of power delivery and control precision.

- **Large battery with up to 800 volts as standard**

The Taycan Cross Turismo operates with a system voltage of 800 volts (voltage range 610 V to 835 V) instead of the 400 V that is usual for electric cars. The standard two-deck Performance Battery Plus contains 33 cell modules consisting of 12 individual cells each (396 in total). Total capacity is 93.4 kWh.

- **Flexible upgrades after purchase with Functions on Demand (FoD)**

Thanks to FoD, Taycan drivers can purchase various convenience and assist functions as required. What makes this approach special is that it is also possible to specify certain upgrades after the vehicle has been delivered, and availability does not depend on the

sports car's original configuration. It is not necessary to visit a workshop thanks to online activation. This is currently available for Porsche Intelligent Range Manager (PIRM), Power Steering Plus, Active Lane Keeping and Porsche InnoDrive.

- **Automatic chassis lowering for even better aerodynamics**

Thanks to optimised airflow characteristics, the aerodynamic design, which features a C_d value from 0.26, makes a significant contribution to low energy consumption, and therefore to long range. The measures relating to Porsche Active Aerodynamics (PAA) include the adjustable air intakes at the front. The air suspension also allows the frontal area and C_d value to be reduced at higher speeds by lowering the Taycan Cross Turismo in two stages. The roof spoiler at the rear is fixed.

- **Innovative drive motors and two-speed transmission**

All Taycan Cross Turismo models have two electric motors, one fitted on the front axle and a second on the rear axle, and therefore have all-wheel drive as standard. Both the range and the continuous power of the drive benefit from the high efficiency of the permanently excited synchronous motors. The electric motor, transmission and pulse-controlled inverter are each combined into a compact drive module. The potential recuperation power has been increased even more. At up to 290 kW, it is significantly higher than the recuperation power of competitors.

- **Intelligent charging management at home and on the road**

Taycan Cross Turismo drivers can charge their vehicles at home with up to 11 kW of alternating current (AC) as standard. An on-board charger with a capacity of 22 kW is available as optional equipment. When on the road, Taycan Cross Turismo drivers benefit from a sophisticated temperature management strategy for the battery. Precisely controlled heating of the cells when the car is approaching a high-power charging station allows the batteries to be charged with higher currents (direct current, DC), speeding up the process significantly. The battery can be recharged to provide a range of up to 100 kilometres (according to WLTP) in approximately five minutes. The Plug & Charge function enables convenient charging and payments without the need for cards or an app: as soon as the charging cable is plugged in, the Taycan Cross Turismo establishes encrypted

communication with the Plug & Charge-compatible charging station. The charging and payment processes then start automatically.

- **Sporty accessories: new e-bikes and high-speed roof box**

With the eBike Sport and the eBike Cross, Porsche is launching two e-bikes in parallel. Thanks to their timeless design as well as powerful and sustainable drive technology, they are perfectly matched to the Taycan Cross Turismo. The sporty character of the Porsche Taycan served as inspiration for both models. The organically shaped carbon frame of the bikes evokes the roofline of the vehicle. Porsche has also developed a rear carrier for up to three bicycles for the Taycan Cross Turismo. This sets new standards in packaging and usability. It can also be used universally for different bicycle types. The tailgate can be opened even when the carrier is loaded. Porsche Tequipment also offers roof boxes for the Taycan and Taycan Cross Turismo range, including a new Performance model that has been tested and approved for higher speeds. The latter system comprises cross-bars for the roof rails of the Taycan Cross Turismo.

- **Sophisticated mix of materials for maximum strength**

Like on the saloon, the battery of the Taycan Cross Turismo is installed low-down and centrally, thereby contributing to the vehicle's low centre of gravity. The aluminium housing of the underfloor battery is part of the Taycan Cross Turismo's safety structure. The fully galvanised body is made primarily of aluminium and steel. A torsion ring made of profiled aluminium is integrated into the tailgate for improved longitudinal bending strength.

- **Extensive passive safety systems**

Depending on the seating configuration, four or five three-point seat belts with force limiters are fitted as standard. The Porsche Side Impact Protection System consists of side impact protection elements in the doors and thorax airbags that are integrated in the side bolsters of the front seats. The side protection system is rounded off by curtain airbags covering the entire roof frame and side windows from the A- to the C-pillar. Full-size airbags and one knee airbag each for the driver and front passenger are fitted at the front.

- **Innovative air conditioning concept**

In the Taycan Cross Turismo, the louvre-less air vents are electronically controlled and, for the first time, integrated into the fully automatic control of the air conditioning system. The optional heat pump uses the waste heat from the powertrain to warm the car's interior efficiently. This provides the customer with benefits in terms of range, particularly at low ambient temperatures.

- **Extensive standard equipment**

The stowage package, which comprises compartments in the front and rear centre consoles and two tie-down straps in the luggage compartment, is standard on the Taycan Cross Turismo. Porsche has upgraded the standard equipment of the Taycan for the 2021 model year and the Cross Turismo models naturally benefit from this. Digital radio is standard. Digitally broadcast radio stations in DAB, DAB+ and DMB audio formats offer significantly better sound quality. Porsche has also enhanced the standard equipment in terms of connectivity. Apple® podcasts can now be selected as an individual media source. With LED headlights, Advanced Climate Control (two zones), multifunction sports steering wheel, partial leather interior and eight-way electrically adjustable comfort seats, the standard equipment of the Taycan 4 Cross Turismo and Taycan 4S Cross Turismo is already extensive. For the Taycan Turbo Cross Turismo, 14-way electrically adjustable comfort seats come as standard. The features of the Taycan Turbo S Cross Turismo include 18-way electrically adjustable adaptive sports seats, a leather-free two-tone interior and rear-axle steering, the Sport Chrono package and Porsche Electric Sport Sound.

- **Carbon-neutral and sustainable production**

The newly built factory for the Taycan and Taycan Cross Turismo in the Zuffenhausen district of Stuttgart is pursuing a vision of a production facility with no environmental impact. This commitment to sustainability is also clearly shown by the materials used in the interior of the electric sports car, some of which consist of recycled materials, and the establishment of a charging infrastructure that uses green electricity. All charging operations with Porsche Charging Service are carbon-neutral. Porsche drivers can filter the available charging stations using the Green Electricity charging station filter.

- **Porsche has made a successful start into the all-electric age**

Porsche delivered more than 20,000 Taycan sports saloons to customers worldwide in 2020. Taycan models currently account for 70 per cent of all Porsche models sold in Norway. The electric sports car has also received more than 50 international awards in almost 20 countries, above all in its principal markets of Germany, the US, the UK and China.

Porsche drives forward electric strategy with new model variant of the Taycan

The all-rounder among electric sports cars

Porsche is expanding the product portfolio of its first all-electric sports car range with the addition of the versatile Taycan Cross Turismo version, thereby continuing the systematic pursuit of its path towards sustainable mobility. Like the Taycan sports saloon, the Taycan Cross Turismo benefits from an innovative electric drive with 800-volt architecture. The new high-tech chassis with all-wheel drive and adaptive air suspension also ensures uncompromising dynamics off-road. With 47 millimetres more headroom for rear-seat passengers and up to 1,212 litres of load capacity, loaded via a large tailgate at the rear, the Cross Turismo is a true all-rounder.

“In 2019, we sent out a key signal with the debut of our first all-electric sports car,” said Oliver Blume, Chairman of the Executive Board of Porsche AG, at the world premiere of the new, even more versatile derivative. “We see ourselves as pioneers of sustainable mobility: by 2025, half of all the new vehicles we deliver will have an electrified drive – either fully electric or plug-in hybrid. In 2020, one in three of all vehicles we delivered in Europe had an electric powertrain. The future belongs to electric mobility. With the Taycan Cross Turismo, we’re taking another major step in this direction.”

Full Cross Turismo range right from the start

Four derivatives of the Taycan Cross Turismo are available immediately from launch. The Performance Battery Plus with a total capacity of 93.4 kWh is always fitted as standard. The model range comprises the following:

- The **Taycan 4 Cross Turismo** with 280 kW (380 PS), overboost power for Launch Control 350 kW (476 PS), acceleration 0-100 km/h in 5.1 seconds, top speed 220 km/h, power consumption (WLTP, combined) 26.4 – 22.4 kWh/100 km, range (WLTP) 389 – 456 km
- The **Taycan 4S Cross Turismo** with 360 kW (490 PS), overboost power for Launch Control 420 kW (571 PS), acceleration 0-100 km/h in 4.1 seconds, top speed 240

km/h, power consumption (WLTP, combined) 26.4 – 22.6 kWh/100 km, range (WLTP) 388 – 452 km

- The **Taycan Turbo Cross Turismo** with 460 kW (625 PS), overboost power for Launch Control 500 kW (680 PS), acceleration 0-100 km/h in 3.3 seconds, top speed 250 km/h, power consumption (WLTP, combined) 25.9 – 22.6 kWh/100 km, range (WLTP) 395 – 452 km
- The **Taycan Turbo S Cross Turismo** with 460 kW (625 PS), overboost power for Launch Control 560 kW (761 PS), acceleration 0-100 km/h in 2.9 seconds, top speed 250 km/h, power consumption (WLTP, combined) 26.4 – 24.4 kWh/100 km, range (WLTP) 388 – 419 km.

The high-tech chassis with all-wheel drive and adaptive air suspension comes as standard on all four models. The optional Off-Road Design package increases ground clearance by up to 30 mm. This means that the Cross Turismo can also be driven on mixed surfaces and uneven tracks. The standard Gravel Mode improves suitability for driving on rough roads.

In terms of its visual appearance, the Taycan Cross Turismo (length/width/height: 4,974/1,964/1,409 mm¹) closely follows the Mission E Cross Turismo concept study presented at the 2018 Geneva Motor Show: Its silhouette is defined by the sporty roofline sloping downward to the rear – called the flyline by Porsche designers. Off-road design elements include wheel arch trims, unique front and rear lower aprons and side sills. As part of the Off-Road Design package, the Cross Turismo has special flaps at the corners of the front and rear bumpers and at the ends of the sills. These make for a striking exterior and provide protection from stone impacts.

Sporty accessories: new rear carrier and e-bikes

Especially for the Taycan Cross Turismo, Porsche has developed a rear carrier for up to three bicycles that sets the benchmark for packaging and usability. It can be used universally for different types of bikes. One of its innovative features is that the tailgate can

¹ Turbo: 1,412 mm high

be opened even when the rear carrier is loaded. With the eBike Sport and the eBike Cross, Porsche is launching two high-quality e-bikes at the same time. Thanks to their timeless design as well as powerful and sustainable drive technology, they are perfectly matched to the Taycan Cross Turismo.

In conversation with Stefan Weckbach, Vice President Model Line Taycan

“A versatile, all-electric companion”

Stefan Weckbach (44) studied Business Administration at the University of St. Gallen, Switzerland, until 2000. He then worked in research there and obtained his doctorate. After five years as a management consultant and project manager at a consultancy firm, the father of two daughters moved to Porsche in 2008. He went on to hold positions in strategic investment management, as an assistant to the CEO of Porsche AG, and as head of product strategy and the Boxster/Cayman product line. Since November 2014, Weckbach has been responsible for the Taycan product line.

Mr Weckbach, the new Taycan Cross Turismo is remarkably close to the concept study that Porsche presented in Geneva in March 2018. You obviously see a market for an electric sports car as a CUV (Cross Utility Vehicle)?

Weckbach: For me, the new Cross Turismo is the automotive equivalent of a Swiss army knife, and not just because we presented the concept study in Geneva. Our new sports car has the uncompromising dynamics of the Taycan and offers the same emotive driving experience, but can do even more. It has more transport capacity and does not necessarily need tarmac roads to drive smoothly and swiftly.

In other words, the Taycan Cross Turismo is the big brother to the Taycan, not only in terms of space but also in terms of its market potential?

Weckbach: The concept of a versatile, all-electric companion for all mobility scenarios will appeal to a great many customers, we are quite sure of that. In fact, initial feedback from the markets seems to indicate that the Cross Turismo has been even more positively received than the Taycan in some places. In Norway, for example, we expect that 70 per cent of customers will opt for our CUV in future.

Talking of transport capacity: you offer a completely new type of bicycle rack for the Cross Turismo ...

Weckbach: ... yes, we took a look around the market and, when we didn't find anything suitable, we decided to continue in that great Porsche tradition and designed the bicycle rack ourselves. Our customers will be impressed with the result: the rack is lighter, more ergonomic and more practical than any other product of its kind that is currently available. And it was tested according to the same rigorous standards during development as the car itself.

And did these tests also cover all terrains?

Weckbach: A high-tech chassis with all-wheel drive and adaptive air suspension comes as standard on all four of the models we are launching right from the start. The optional Off-Road Design package increases ground clearance by up to 30 mm. This means that the Cross Turismo is also well suited to demanding off-road terrain – even though it is not a hardcore off-roader, of course.

Model variety right from the start

The four variants of the Taycan Cross Turismo at a glance

Porsche Taycan 4 Cross Turismo

Drive system:

Power output: 280 kW (380 PS), overboost power for Launch Control: 350 kW (476 PS), all-wheel drive with Porsche Traction Management (PTM), Performance Battery Plus with total capacity of 93.4 kWh, power consumption (WLTP, combined): 26.4–22.4 kWh/100 km, range (WLTP): 389–456 km

Performance:

Acceleration 0–100 km/h: 5.1 seconds, top speed: 220 km/h

Chassis:

Adaptive air suspension including Porsche Active Suspension Management (PASM) and Smartlift function, additional Gravel Mode driving programme, 19-inch Taycan Aero wheels, brake system: grey cast-iron brakes, disc diameter front/rear: 360/358 mm, number of pistons front/rear: 6/4, brake callipers: Black

Exterior equipment:

LED headlights, front apron: with inlay painted in Brilliant Silver, side sills in Black: with inlay painted in Brilliant Silver, rear diffuser in louvred design: with inlay painted in Brilliant Silver, wheel arch trim: in Black, exterior mirror housings: including mirror base in Black, side window trims: in Black

Interior equipment:

Comfort seats at the front (8-way, electric), partial leather interior, Sound Package Plus, luggage compartment volume: 446–1,212 litres

Porsche Taycan 4S Cross Turismo

Drive system:

Power output: 360 kW (490 PS), overboost power for Launch Control: 420 kW (571 PS), all-wheel drive with Porsche Traction Management (PTM), Performance Battery Plus with total capacity of 93.4 kWh, power consumption (WLTP, combined): 26.4–22.6 kWh/100 km, range (WLTP): 388–452 km

Performance:

Acceleration 0–100 km/h: 4.1 seconds, top speed: 240 km/h

Chassis:

Adaptive air suspension including Porsche Active Suspension Management (PASM) and Smartlift function, additional Gravel Mode driving programme, 19-inch Taycan 4S Aero wheels, brake system: grey cast-iron brakes, disc diameter front/rear: 360/358 mm, number of pistons front/rear: 6/4, brake callipers: Red

Exterior equipment:

LED headlights including Porsche Dynamic Light System Plus (PDLS Plus), front apron: with inlay painted in Brilliant Silver, side sills in Black: with inlay painted in Brilliant Silver, rear diffuser in louvred design: with inlay painted in Brilliant Silver, wheel arch trim: in Black, exterior mirror housings: including mirror base in Black, side window trims: High-Gloss Silver

Interior equipment:

Comfort seats at the front (8-way, electric), partial leather interior, Sound Package Plus, luggage compartment volume: 446–1,212 litres

Porsche Taycan Turbo Cross Turismo

Drive system:

Power output: 460 kW (625 PS), overboost power for Launch Control: 500 kW (680 PS), all-wheel drive with Porsche Traction Management (PTM), Performance Battery Plus with total capacity of 93.4 kWh, power consumption (WLTP, combined): 25.9–22.6 kWh/100 km, range (WLTP): 395–452 km

Performance:

Acceleration 0–100 km/h: 3.3 seconds, top speed: 250 km/h

Chassis:

Adaptive air suspension including Porsche Active Suspension Management (PASM) and Smartlift function, additional Gravel Mode driving programme, Porsche Torque Vectoring Plus, 20-inch Taycan Turbo Aero wheels, brake system: Porsche Surface Coated Brake (PSCB), disc diameter front/rear: 410/365 mm, number of pistons front/rear: 6/4, brake callipers: White

Exterior equipment:

LED headlights including Porsche Dynamic Light System Plus (PDLS Plus), front apron: with inlay painted in Brilliant Silver, side sills in Black: with inlay painted in Brilliant Silver, rear diffuser in louvred design: with inlay painted in Brilliant Silver, wheel arch trim: in Black, exterior mirror housings: painted in exterior colour including mirror base in Black, side window trims: High-Gloss Silver

Interior equipment:

Comfort seats at the front (14-way, electric), with memory package including steering wheel with electric rake and reach adjustment, seat heating at the front and rear, smooth-finish leather interior, Race-Tex roofliner, BOSE® Surround Sound System, luggage compartment volume: 405–1,171 litres

Porsche Taycan Turbo S Cross Turismo

Drive system:

Power output: 460 kW (625 PS), overboost power for Launch Control: 560 kW (761 PS), all-wheel drive with Porsche Traction Management (PTM), Performance Battery Plus with total capacity of 93.4 kWh, power consumption (WLTP, combined): 26.4–24.4 kWh/100 km, range (WLTP): 388–419 km

Performance:

Acceleration 0–100 km/h: 2.9 seconds, top speed: 250 km/h

Chassis:

Adaptive air suspension including Porsche Active Suspension Management (PASM) and Smartlift function, additional Gravel Mode driving programme, Porsche Torque Vectoring Plus, rear-axle steering, 20-inch Taycan Turbo S Aero wheels, brake system: Porsche Ceramic Composite Brake (PCCB), disc diameter front/rear: 420/410 mm, number of pistons front/rear: 10/4, brake callipers: Yellow

Exterior equipment:

LED headlights including Porsche Dynamic Light System Plus (PDLS Plus), front apron: with inlay in carbon, side sills in Black: with inlay in carbon, rear diffuser in louvred design: with inlay in carbon, wheel arch trim: in High-Gloss Black, exterior mirror housings: painted in exterior colour including mirror base in High-Gloss Black, side window trims: High-Gloss Black

Interior equipment:

Adaptive front sports seats (18-way, electric), with memory package including steering wheel with electric rake and reach adjustment, seat heating at the front and rear, leather-free two-tone interior, Sport Chrono package (optionally with compass instead of clock) including GT multifunction sports steering wheel and mode switch, Race-Tex roofliner, BOSE® Surround Sound System, luggage compartment volume: 405–1,171 litres

The exterior design

Purist appearance with Porsche DNA

The visual appearance of the Taycan Cross Turismo is closely based on the Mission E Cross Turismo concept study presented at the Geneva International Motor Show in 2018. In particular, its silhouette is defined by the sporty roof line sloping downward to the rear – called the flyline by Porsche designers. Off-road design elements include wheel arch trims, unique front and rear lower aprons and side sills. As part of the Off-Road Design package, the Cross Turismo has special flaps at the corners of the front and rear bumpers and at the ends of the sills. These make for a striking exterior and provide protection from stone impacts.

The front: a striking look with a unique light signature

The Taycan Cross Turismo is the first all-electric Cross Utility Vehicle (CUV). Its potential to drive both on- and off-road are clearly signalled by its ride height. The Taycan Cross Turismo is approximately 30 mm higher off the ground than the Taycan saloon.

The front end is characterised by the Cross Turismo-specific front apron. On the Taycan Turbo S Cross Turismo, the inlay is finished in carbon as standard. The inlays on the other models are painted in Brilliant Silver. The front apron is optionally also available in Vesuvius Grey or High-Gloss Black. See the section on equipment for details.

The headlights: high-tech meets design

Their lighting technology plays a crucial role in their striking front ends and contributes to the high recognition factor of the Taycan and Taycan Cross Turismo. The following headlight systems are available for all models:

- LED headlights (standard for the Taycan 4 Cross Turismo)
- LED headlights including PDLS Plus (standard for the Taycan 4S Cross Turismo) ensure optimum illumination of the road. The central LED unit switches automatically between high beam and dipped beam. A camera detects vehicles ahead or coming from the opposite direction and the range of the headlights is

continuously adapted accordingly. Dynamic cornering light and junction light functions are also included. While the dynamic cornering light function swivels the headlights depending on the steering angle and vehicle speed, the junction light one ensures optimum lighting conditions at junctions and intersections.

- With the LED matrix headlights including PDLS Plus (standard for the Taycan Turbo Cross Turismo and Taycan Turbo S Cross Turismo), the matrix selectively deactivates segments of the permanent high-beam cone. A total of 84 individually controlled LEDs can be adjusted to the current situation by switching them off or dimming them. Vehicles in front or oncoming vehicles are no longer dazzled as a result.
- The LED matrix headlights with PDLS Plus are also optionally available in a special version from Porsche Exclusive Manufaktur. These headlights feature a three-dimensional circuit board graphic in the headlight housing as well as daytime running light elements in Glacier Ice Blue. These give the headlights a blue tint from certain viewing angles.

The side view: sporty proportions and sculpted surfaces

The silhouette of the Taycan Cross Turismo is defined by its sporty flyline that slopes towards the rear. In comparison with the Taycan sports saloon, it extends much further to the rear and ends in a fixed roof spoiler finished in High-Gloss Black. The resulting additional headroom leads to an even more comfortable seating position for rear-seat passengers compared with that in the Taycan saloon.

The optional large panoramic fixed-glass roof, which extends continuously from the windscreen to the roof spoiler, ensures a light-flooded, bright interior and an outstanding view to the outside. Roof rails are optionally also available in combination with the panoramic fixed glass roof. These permit mounting, for example, of the new Performance roof box. The roof rails themselves are available either in aluminium or black aluminium.

The dynamic design of the side window graphic is just as striking as the flyline of the Taycan Cross Turismo. The wheel arch trims underline the sporty crossover character of the lifestyle-oriented Porsche.

The distinctive look is completed by the Cross Turismo-specific door sills in Black. Refer to the Equipment chapter for details of these elements.

The flat door handles are flush with the doors and pop out electrically when required. Their visual appearance accentuates the overall distinct and modern impression of the vehicle.

An extended range of wheels is available for the new Taycan Cross Turismo with a total of three new designs. These are reserved exclusively for the Taycan Cross Turismo and perfectly match the crossover character of the vehicle.

The rear: Porsche logo in glass-effect look with circuit board graphic as a highlight

At the rear of the Taycan Cross Turismo, the aerodynamically optimised fixed roof spoiler ensures outstanding overall aerodynamic characteristics. The roof spoiler is finished in High-Gloss Black as standard.

The Cross Turismo-specific rear diffuser features a louvred design and underlines the ambitions of the Taycan Cross Turismo to cut a dash both on- and off-road. Please refer to the table in the section on equipment for the visual details of the rear diffuser from version to version.

A narrow bar, illuminated from the inside, stretches across the full width of the rear of the car. It houses a Porsche logo made of three-dimensionally shaped glass letters. Besides this glass-effect design, a unique feature is that the lettering is embedded in a three-dimensional black circuit board design. Porsche Exclusive Manufaktur optionally offers this graphic with dark metallisation and the deep glass letters in Glacier Ice Blue or Black.

Interior Design

With optional compass display

The highly praised design contours familiar from the Taycan sports saloon can also be found in the new variant's interior: the wing-shaped upper and lower sections of the dashboard stretch across the entire width of the vehicle. The free-standing, curved instrument cluster forms the highest point on the dashboard. A central 10.9-inch infotainment display and a further, optional front passenger display are combined to form an integrated glass band in a black-panel look.

A compass mounted on the top of the dashboard is optionally available. This shows the direction the car's heading in in analogue form by means of a rotating compass rose and provides information on altitude and time on a digital display.

Thanks to the new model's modified roofline, the up-to-three rear-seat passengers that the Cross Turismo can carry enjoy 47 mm more headroom than in the Taycan. The large tailgate provides easy access to the rear luggage compartment of the Taycan Cross Turismo: with a width of 776 mm and a height of 538 mm, the opening is much wider and higher than on the saloon (445 and 325 mm respectively). Depending on the equipment specified, the rear luggage compartment has a capacity of up to 446 litres (saloon: 407 l). This even increases up to 1,212 l when the rear-seat backrests, which can be split 60:40, are folded forward. The front compartment offers an additional 84 l. A partition net, bag hooks and tie-down straps (optionally available in the stowage package) ensure that the rear loadspace remains tidy.

The luggage compartment cover is an example of the high amount of development time that Porsche has invested into even the smallest details. The cover can be stowed behind the rear seat bench to save space because it does not have any side lugs and is therefore narrower than the luggage compartment. Instead, the four lugs are folded out of the side trim and can also be used as bag hooks. The cords for securing the cover on the tailgate can be clipped into the cover when it is removed.

Four display modes for the instrument cluster

The innovative instrument cluster consists of a 16.8-inch curved display with the rounded shape that is characteristic of Porsche. There is no cowl, which ensures a slim and modern appearance in the style of high-quality smartphones and tablets. Drivers can choose between four display modes for the instrument cluster:

- Power Meter mode evokes the round instruments typical of Porsche. This display delivers clearly arranged information for fast readability. A power meter replaces the rev counter as the middle instrument.
- Map mode replaces the central power meter with a map section.
- Extended Map mode replaces the round dials with a navigation map, which is shown across the full display.
- Reduced mode is limited to essential driving information such as speed, road signs and navigation instructions using a minimised arrow.
- The optional Night View mode makes this display the central element.

The small, touch-control panels at the edges of the screen operate the lights and chassis functions. The instrument cluster is therefore wider than the steering wheel and reminiscent of the original 911.

A colour head-up display is available on request. This projects relevant information directly into the driver's field of vision. The display has been divided into a main display section, status section and a third section that shows temporary content, such as calls or navigation information. A navigation display, power meter and a user-defined view can also be selected as pre-sets.

The steering wheel has a lightweight appearance visually and is available in two versions: in addition to the multifunction sports steering wheel in leather, which can be personalised with colour inserts as part of the Accent package, Porsche offers the GT Race-Tex multifunction sports steering wheel as an option. It has a distinctive design with visible screw heads and features a round Drive Mode switch, which is characteristic of Porsche and can be used to select the various driving modes.

The wing-shaped upper and lower sections of the dashboard stretch across the entire width of the vehicle. A central 10.9-inch infotainment display and optional passenger display are combined to form an integrated glass band in a black-panel look, which blends in visually with the interior.

All user interfaces with clear layout

Control is always intelligent and intuitive, using touch operation or the voice control function, which responds to the command “Hey Porsche”.

All vehicle configurations for the Taycan, such as Porsche Active Suspension Management (PASM), can easily be set up on the central screen directly. The driver can quickly access all apps via a clearly structured and customisable home screen. Apps include navigation, telephone, media, comfort and Porsche Connect. With the optimised voice control function, drivers can access their required function even faster. Front passengers in the Taycan Cross Turismo also have the option of their own touch display, allowing them to easily adjust settings without distracting the driver.

The elevated centre console intensifies the feeling of a low, sporty seating position, as you would expect from a Porsche. It features a large 8.4-inch touch panel with haptic feedback. This allows the air-conditioning settings to be adjusted directly. Integrated handwriting recognition also allows addresses to be entered quickly.

Every detail has been reduced to the essentials. Like the Porsche 918 Spyder, the Taycan Cross Turismo has a compact gear selector switch in the instrument panel instead of the classic selector lever. This gives the centre console a tidy look and creates storage space. A reduction to the essentials and a clear approach are also evident in the design of the air vents. They have been fully modernised and can be operated intuitively. Traditional, mechanically operated louvres belong in the past, as airflows are now controlled both digitally and fully automatically (Virtual Airflow Control). By clicking the Climate menu, it is possible to switch between Focused for fast, directional cooling and Diffused for draught-free air conditioning. If the optional four-zone automatic climate control system (Advanced

Climate Control) has been ordered, an additional 5.9-inch touch control panel with haptic feedback allows the system to be operated from the rear seats.

A wide range of personalisation options and innovative material concepts

The colour and material concept of the Taycan Cross Turismo allows for individualised equipment, from traditional through to sustainable and modern. As standard, the Taycan Cross Turismo comes with a partial leather interior as well as front comfort seats with eight-way electrical adjustment. There is the option of classic leather as well as the sustainably tanned Club Leather OLEA, which uses olive leaves in the tanning process. The natural quality of the leather is accentuated by a special cloud print. A new feature is the fully leather-free interior with state-of-the-art surface textures. Race-Tex material, which is a high-quality microfibre material partially consisting of recycled polyester fibres, is used here. The floor covering uses the recycled fibre Econyl[®], which is made in an innovative production process using recycled fishing nets, among other things.

The Taycan Cross Turismo is available with a wide range of interior and exterior configurations in traditional and modern styles. Interior accents and trims underline the attention to detail, while meeting the highest quality standards typical of Porsche in terms of material characteristics and workmanship. In addition to the Black/Lime Beige, Blackberry, Atacama Beige and Meranti Brown interior colours, customers can also create special contrasts in their car's interior with the optional Accent package. Customers can choose from Matt Black, Dark Silver or Neodyme, an elegant champagne tone. The trim of the doors and centre consoles can be made of wood, matt carbon, embossed aluminium or fabric.

In addition to the host of innovations, there is another detail that should not be missing on any Porsche: as with the ignition lock on conventional Porsche models, the power button is located on the left behind the steering wheel.

The body

Intelligent mix of materials for maximum strength

The fully galvanised body of the Taycan Cross Turismo is made mainly from aluminium and steel. A torsion ring made of profiled aluminium is a new feature in comparison with the sports saloon. It has been integrated in the tailgate to increase its longitudinal bending strength.

The strut mounts, axle mounts and the rear side members are made of die-cast aluminium while the shock absorber mounts are made of forged aluminium. The front side members combine an aluminium shell construction with extruded sections. The 1,941-mm sills are designed as seven-chamber extruded sections. Compared to steel sills, this reduces the number of components per side from 15 to three.

Hot-formed steels protect the passenger cell (A-pillar structure, B-pillar inside/outside, side roof frame, seat crossmember). A highlight is the bulkhead crossmember, which is made of manganese-boron steel. Special manufacturing processes are used to produce various cross-sections within the tubular component. This results in maximum strength with optimised weight. Apart from the front- and rear-end components, the complete outer skin is made from aluminium. With a draw depth of 325 mm, the one-piece aluminium side panel posed a particular challenge for development and production. The total aluminium content for the Taycan Cross Turismo is around 37 per cent.

The low and central installation position of the battery ensures a low centre of gravity. Its integration was an essential cornerstone in the design of the body. The aluminium housing of the underfloor battery was designed as a load-bearing component and forms part of the Taycan's safety structure. A total of 28 bolts connect the housing to the body.

Foot garages – recesses in the battery in the rear footwell – make sitting in the back an even more comfortable experience. Two luggage compartments are available: the front has a capacity of 84 l, while the compartment at the rear takes up to 1,212 l.

The panoramic fixed glass roof: a clear view without distracting roof bows

Due to its flat design, the optional panoramic fixed-glass roof blends harmoniously into the silhouette. Transverse bows were not required. This means that the continuous area of the roof in the Taycan Cross Turismo measures one square metre, and therefore provides an even more pleasant feeling of space and airiness. A Porsche roof transport system can also be mounted on the optional roof rails.

For the first time in a Porsche, low-emissivity thermal insulation glass is used for the panoramic fixed glass roof on the Taycan and Taycan Cross Turismo. Several wafer-thin metal layers are applied to the insulating glass. As the thermal insulation glass allows short-wave radiation to pass through and reflects long-wave infra-red radiation, the vehicle interior will heat up more slowly in summer. This also means that the heat in the interior is retained longer in winter. In combination with the glass tint, it has therefore been possible to dispense with a roller blind. An intermediate layer in the glass structure also provides acoustic insulation for the interior.

The rear bicycle carrier

Innovative, ergonomic and easy to fit

Porsche has developed a rear carrier for two bicycles for the Taycan Cross Turismo that sets the benchmark in packaging and usability. It can also be used universally for different bicycle types. The tailgate can be opened even when the carrier is loaded. Due to the long wheel rails and the high payload of 50 kg, the system can also be used for e-bikes with a long wheelbase. The rear carrier can be optionally upgraded with an additional rail for a third bicycle.

The bicycle carrier is engaged in special holders on the rear of the Taycan Cross Turismo by means of two longitudinal members. The vehicle preparation for this must be ordered during the vehicle configuration process. The carrier can be fitted in just a few steps without any tools, and only needs lifting by around ten centimetres for this. Each step of the fitting processes ensures that the previous has been locked. The functionally and weight-optimised mixed-material design, which comprises aluminium (alloys), high-strength steels and (fibre) composites results in a system weight of around 25 kg. As a comparison, conventional carriers require a trailer hitch as the connection to the vehicle, and their system weight can be well over 50 kg. When stowed, the Porsche rear bicycle carrier has a compact, flat-pack size of 26 x 75 x 89 cm.

A further advantage of the way that it is connected to the body by means of two longitudinal members is strength. This has been underlined by extensive tests performed during the car's development process. A loaded bicycle carrier was subjected to the same tough tests as the vehicles, including on test rigs, at proving grounds and in road traffic. As part of the tests, many thousands of kilometres were driven in extremely different climatic conditions and on the roughest roads.

The carrier was intentionally positioned low down on the rear of the Taycan Cross Turismo. It causes the least aerodynamic disturbance there and is much better in those terms than a roof carrier. What is more, the bicycles only have to be lifted by around 10 cm – this is

particularly advantageous for e-bikes, which can often be quite heavy. The tailgate of the Cross Turismo can also still be opened when bicycles are mounted on the carrier because a hydraulically damped mechanism allows the carrier to be folded down by approximately 40 degrees.

Other highlights of the new rear bicycle carrier:

- The design is matched to the Taycan, picking up on vehicle-specific elements such as its louvres. The rear carrier is matt black and features a Porsche logo.
- The carrier offers great flexibility for securing the bicycle frames (also at the seat post) using a support bar that is both high and large.
- Bicycle frame holder with frame protection (limitation of the maximum clamping force, particularly to protect carbon frames).
- High loading comfort thanks to large rail spacing of 38 cm (the usual spacing for other products on the market is around 20 cm).
- Suitable for (e-)bikes with a long wheelbase thanks to its long wheel rails.
- Possibility of transporting a third bicycle on an optional middle rail.

Besides the expansion rail for a third bicycle, further optional equipment includes an additional curved spacer element for this third bicycle, a carry bag and a folding loading rail.

The new Porsche Sport and Cross e-bikes

Porsche Mobility, extended

Porsche is extending its offering in the area of electric mobility and launching two new e-bikes that reflect the timeless design, outstanding technical characteristics and passion of the Porsche brand.

The eBike Sport

The Porsche eBike Sport is the perfect companion for everyday use. Top-quality, high-end components such as the full-suspension carbon frame, the new powerful ultra-compact Shimano motor, which provides motor assistance up to 25 km/h, and the electronic Shimano gear-shifting system ensure optimum performance. The Porsche eBike Sport has a clean and reduced cockpit thanks to the Magura high-performance brakes integrated into the handlebar. The elegant and purist design is underlined by LED lights from the light experts Supernova, which are incorporated into the stem and aerodynamic seat post. In addition, the Magura upside-down suspension fork and the Fox rear damper are high-quality chassis components that guarantee a sporty and smooth ride on tarmac and light off-road terrain in combination with the easy-running tyres.

The Porsche eBike Cross

The Porsche eBike Cross is at home off-road and away from the beaten track. The newly developed, powerful Shimano motor shows off its full capabilities on difficult terrain in particular and assists the rider with maximum performance combined with a natural ride feeling. The Magura MT Trail high-performance brakes ensure optimum deceleration with extra-large, heat-resistant brake discs, while the mechanical Shimano shifter guarantees fast gear changing. An ideal and quickly adaptable seat position with maximum freedom of movement is ensured by the hydraulically adjustable Crankbrothers seat post. The ergonomically shaped handlebar accommodates the Shimano colour display, which shows distance and range in real time in addition to speed. The clean design is rounded off by the full-suspension carbon frame.

The sporty character of the Porsche Taycan has served as inspiration for both models. The organically shaped carbon frame of the bikes evokes the roofline of the vehicle. The flat design developed by Studio F. A. Porsche ensures optimum light reflections.

The Porsche e-bikes will be available in Porsche Centres and from selected bicycle retailers from the spring of 2021. There will be a choice of three frame sizes: S (rider height approx. 1.56 to 1.70 metres), M (approx. 1.68 to 1.82 m) and L (approx. 1.80 to 1.94 m). In some countries, the Porsche e-bikes will be available in an attractively priced package with the Porsche rear bicycle carrier.

Aerodynamics

Extensive fine tuning in the wind tunnel

With a C_d value from 0.26, the Taycan Cross Turismo has an excellent drag coefficient. Its frontal area is 2.37 square metres, This results in a resistance area of 0.616 square metres. The car's aerodynamics make a significant contribution to its low energy consumption and resultant long range. In addition to the optimised basic shape of the car, which has been developed while staying true to the Porsche design DNA, air curtains and Porsche Active Aerodynamics (PAA) are important special features.

Its superb aerodynamic performance was achieved through extensive work on the design concept and fine tuning, with the Cross Turismo braving the storm in the wind tunnel for approximately 325 hours. The rear of the car, in particular, was optimised down to the very last detail. The Taycan sports saloon has also spent 1,500 hours in the wind tunnel during the development process.

Aerodynamic features include air curtains, in which the headlights seem to float in large air intakes, which guide the air like a curtain over the front wheel housings. This reduces turbulence and, combined with the aerodynamically optimised wheels, lowers air resistance as well.

In the Taycan, it was possible to completely panel the underbody as there is no hot exhaust gas system. The suspension links are fully covered and equipped with air ducts. At the rear in particular, the aerodynamics experts have succeeded in making use of the freedom offered by a fully electric vehicle by implementing an extremely wide rear diffuser. This creates aerodynamic efficiency: the perfect combination of low drag and reduced lift.

Measures in the area of active aerodynamics include the lower side air intakes at the front. With their fully variable, individually controllable cooling air flaps, they supply the two radiators located towards the outside of the car. At the same time, the airflow onto the brakes is controlled as required via a brake air duct. The vehicle continuously monitors the

current thermal load on its brake discs and requests the targeted cooling of them if necessary – for example on the race track.

Porsche Active Aerodynamics (PAA) thus offers several advantages at the front of the Taycan Cross Turismo. When the cooling air flaps are closed, the system reduces drag and therefore increases range. When the flaps are open, PAA improves the performance of the cooling system and the brakes at the same time. Control of the cooling air flaps is always demand-driven and depends on the driving mode selected as well as vehicle speed and cooling requirement.

In addition to the classic elements of Porsche Active Aerodynamics, the new Taycan Cross Turismo also makes use of the aerodynamic possibilities offered by its air suspension. Depending on the speed and the selected driving mode, a lower position is activated, which additionally reduces drag (see the section on suspension for further detail). The roof spoiler at the rear is fixed.

The powertrain

Pure performance

Breathtaking acceleration figures, sports car traction and superior, continuously available power. This is the performance that you would expect from a genuine sports car.

The Taycan Cross Turismo is started by engaging drive while the brake pedal is depressed. Alternatively, this can also be done by pressing a button. As with the ignition lock on conventional Porsche models, the power button is located on the left behind the steering wheel.

The electric motors: synchronous motors with hairpin winding

All Taycan Cross Turismo models have two particularly efficient electric motors, one fitted on the front axle and a second on the rear axle, and therefore have all-wheel drive. Both the range and the continuous power of the drive benefit from the high efficiency of the permanently excited synchronous motors. The electric motor, transmission and pulse-controlled inverter are each combined into a compact drive module. The rear axle module is installed parallel to the axle. The pulse-controlled inverter is mounted on this in a balcony configuration to increase luggage compartment volume. Thanks to its coaxial design, the front axle module is integrated into the front of the vehicle, taking up a very small area.

Permanently excited synchronous motors have a rotor with high-quality permanent magnets that generate a natural magnetic field. The rotor thus moves synchronously with the magnetic rotating field of the stator, which is why it is known as a permanently excited synchronous motor. A pulse-controlled inverter specifies the frequency of the rotating field in the stator, therefore determining the rotor speed. On account of their structure, functionality and their excellent thermal behaviour, the permanently excited synchronous motors are able to deliver the high performance expected of a Porsche.

A special feature of the electric motors used in the Taycan Cross Turismo is the hairpin winding. Here, the stator coils consist of wires that are rectangular rather than round. The

wires are bent and their shape — before they are inserted into the stator's laminated core — is reminiscent of that of hairpins, hence the name 'hairpin'. The open ends are welded together using a laser beam. The manufacturing process of hairpin technology is complex, but it allows the wires to be packed more densely and thus increases the amount of copper in the stator. While conventional winding processes have a copper filling factor of 45 to 50 per cent, it is just under 70 per cent in this case. This increases power and torque for the same volume. Another important advantage is that a hairpin stator can be cooled considerably more efficiently.

The liquid-cooled synchronous motor on the front axle has an active length of 160 mm and an active diameter of 190 mm. The synchronous motor on the rear axle is slightly more compact on the Taycan 4 Cross Turismo and Taycan 4S Cross Turismo than on the more powerful variants: the electric motor on the rear axle is 130 mm long and has a diameter of 245 mm (Taycan Turbo Cross Turismo and Taycan Turbo S Cross Turismo: 210 and 245 mm). The modules generally have the highest power density (kW per litre of installation space) of all electric powertrains on the market today.

Pulse-controlled inverters control the motors

The pulse-controlled inverter is the most important component for controlling the electric motors. In the Taycan Cross Turismo, a pulse-controlled inverter is mounted on each drive module on the front and rear axles. The pulse-controlled inverters convert the direct current supplied by the battery into the alternating current required to drive the electric motors. The reverse happens during braking: here it converts the alternating current obtained during recuperation into direct current for charging the battery. In the Taycan Turbo S Cross Turismo, a pulse-controlled inverter with a maximum current rating of 600 A is used on the front axle (other Cross Turismo models: 300 A). An inverter with a maximum current of 600 A is installed on the rear axle of all models. Both pulse-controlled inverters operate with a remarkably high efficiency of almost 98 per cent.

Power transmission: two-speed transmission unique to Porsche

On the front axle, the power from the electric motor is transmitted to the front wheels via a coaxial, compact one-speed planetary gear with an overall ratio of approximately 8:1 to an integrated spur-gear lightweight differential.

The two-speed transmission installed on the rear axle in the Taycan Cross Turismo is an innovation developed by Porsche. First gear gives the Taycan Cross Turismo even more acceleration from a standing start, while the long second gear ensures high efficiency and power reserves even at very high speeds.

The two-speed transmission is based on three shafts. In addition to the two spur gear stages, which technically represent the ratio of the second gear, a shiftable planetary gear set is also used, which enables a corresponding reduction for the very short first gear. Around 15 revolutions of the motor represent one wheel revolution. This results in a very high wheel torque, which allows breathtaking acceleration from a standing start.

First gear is mainly used in Sport or Sport Plus driving modes. Launch Control is also available in these modes. The transmission remains in first gear for a relatively long time, then shifts into second gear with a shift overboost.

Second gear has a ratio of around 8:1 like the transmission on the front axle. Eight revolutions of the electric motor thus represent one wheel revolution. This enables a top speed typical of a sports car and acceleration reserves at high speeds. A variable rear limited slip differential is available as an option.

Recuperation: recovering high levels of energy

In vehicles with internal combustion engines, the kinetic energy present at the brakes is converted into heat during deceleration. With electric vehicles, it is possible to recover a large portion of this kinetic energy, use the electric motors as generators during deceleration, and feed the battery with the power generated.

In the area of recuperation, Porsche goes its own way in several respects for the Taycan Cross Turismo:

- the potential recuperation capacity of up to 290 kW is significantly greater than for the competition, and decelerations of up to 3.8m/s² are recuperated.
- When the accelerator pedal is released, the Taycan Cross Turismo is designed to always roll on or coast as efficiently as possible; the available kinetic energy is reserved for keeping the vehicle moving on the road.
- Significant recuperation takes place only when the brake pedal is pressed, but then, as mentioned above, with a very high level of energy recovery.

With the strategy of controlling recuperation mainly via the brake pedal, the driver experiences reproducible and predictable deceleration behaviour which is independent of battery charge and temperature. The result is the driving behaviour characteristic of a Porsche – but in an all-electric vehicle. Testing has shown that thanks to the Taycan Cross Turismo's high recuperation output of up to 290 kW, approximately 90 per cent of braking operations in everyday use are performed by the electric motors alone, without activating the wheel brakes. For this reason and for the first time ever, Porsche is specifying a time-dependent replacement interval for the brake pads and they must be replaced every six years.

The driving modes: free choice between long range or maximum sportiness

The profile of the driving modes in the new Taycan Cross Turismo essentially follows the same philosophy as in other Porsche models. This is supplemented by special settings to make optimum use of the possibilities offered by the purely electric drive. Five driving modes are available: Gravel, Range, Normal, Sport and Sport Plus. In addition, single systems can be configured as required in Individual mode. A prerequisite for the Sport Plus and Individual modes is the Sport Chrono package, which features the mode switch integrated in the steering wheel.

Gravel mode Control of a wide range of vehicle components significantly increases the vehicle's suitability for driving on rough roads even further. The characteristics of the throttle have been designed specifically for driving on unpaved roads in terms of power delivery and control precision. The two-speed transmission shifts with precise torque control for optimised

traction, and the all-wheel drive is optimised for driving on light off-road terrain. In addition, the distribution of torque is optimised for maximum traction on poor surfaces when moving off at lower speeds (crawling) on uphill gradients. An important feature here is also the standard rear-axle differential on the Turbo and Turbo S. If there are articulation forces at low speeds, this provides much more locking torque and therefore more traction. Cooling of the drive components is performance-oriented. Gravel mode also influences the set-up of the springs and dampers, Porsche Stability Management (PSM), Porsche Torque Vectoring Plus (PTV Plus) and Porsche Traction Management (PTM). For example, operation of the virtual centre differential lock of the PTM is designed to optimise traction, among other things by limiting the speed differences between the front and rear axles when necessary.

Range mode

The Taycan Cross Turismo performs particularly efficiently in Range mode. Top speed is limited to an adjustable maximum of between 90 and 140 km/h but this can always be overridden by depressing the accelerator pedal. Selecting this mode means that the all-wheel-drive system will distribute power in the most efficient manner possible. In extreme cases, the Taycan Cross Turismo will even be powered exclusively via the front axle. The cooling air flaps and ride height (22 mm lower) are adjusted for minimum drag. Air conditioning, hydraulic pumps, air suspension and headlights also operate in their most efficient configurations.

Normal mode

In the basic setting, the Taycan Cross Turismo delivers its power on a linear basis. All four wheels are driven in efficiency mode. The cooling air flaps are only opened when necessary and the rear spoiler is adjusted and chassis lowered based on speed. The climate control and adaptive cruise control operate without restriction and the air suspension offers full comfort.

Sport mode The highest performance of the powertrain is available in Sport and Sport Plus modes. Driver requests are implemented dynamically. The battery's cooling and heating strategy is designed for performance. The cooling air flaps are thermally controlled depending on the required cooling capacity. The climate control regulates without restriction, the adaptive cruise control is more dynamic (including more powerful acceleration). The cornering light function also responds more dynamically, and the chassis set-up, including rear axle steering, is adjusted for sporty driving.

Sport Plus mode Sport Plus puts an even more dynamic spin on the driver's style. The all-wheel drive changes to rear-biased distribution and is dynamically controlled. The battery's cooling and heating strategy is tailored to ensuring maximum performance. The cooling air flaps are open. The chassis set-up, including rear axle steering and PDCC, is optimised for maximum race track performance, and the chassis permanently remains in the lowest position (22 mm lower).

All the systems available in the powertrain are controlled by the Porsche powertrain controller. This is where all the information is collected and the high-speed actuators are controlled. The all-wheel drive and traction control systems operate five times faster than conventional systems in their interaction with the chassis control units. If one wheel has more slip, for example, the electric motors regulate at lightning speed – a particularly impressive experience on snow and ice.

Driving performance: always convincing

The electric powertrain offers dynamic acceleration. However, Porsche is also committed to ensuring that this can happen multiple times in succession. The Taycan 4S Cross Turismo is therefore able to reproduce its impressive 0-100 km/h acceleration time of 4.1 seconds more than 10 times in succession without any problems. This acceleration performance is also impressive at high speeds. The new Taycan Cross Turismo proves its

performance capability multiple times in succession without any drop in power, for example when accelerating out of bends onto a long straight.

Launch Control: full speed ahead!

Launch Control enables maximum acceleration from a standstill and is a standard feature on the Taycan Cross Turismo. It uses an overboost function, which supplies extra power to the electric motors. In the Taycan Turbo S Cross Turismo, a power output of 560 kW is made available during this time (instead of the peak output of 460 kW).

The Porsche sound

Innovative, emotive sound

The sound of a Porsche is its acoustic calling card. Every fan knows the unmistakable sound of a Porsche flat-six engine. Powertrain sounds not only create an emotive connection with the car, but they also allow the driver to assess the traction conditions, for example. Electric cars also have their own sound. The optional Porsche Electric Sport Sound for the Taycan 4 Cross Turismo and Taycan 4S Cross Turismo is skilfully composed and tailored to the vehicle's personality and vehicle status. What is more, all Taycan Cross Turismo models also have a standard system to meet the legal requirements for pedestrian protection. This is harmoniously adapted to the Electric Sport Sound.

Hearing as an acoustic early warning system

Porsche already has experience with developing the sound of electric vehicles from the 919 Hybrid. The works drivers were only able to reach the limits of the multiple Le Mans-winning car in the race simulator if the sound of the real engine matched what the vehicle was doing. In the same way, drivers promptly perceive early information about driving conditions via their sense of hearing, which they can interpret intuitively: the characteristic hissing of the tyres provides information about the quality of the asphalt or how wet the road is. A change in the wind noise, for example, gives an indication of speed or crosswind and the sound of the powertrain, engine and transmission characterises the power delivery and conveys identity-creating characteristics such as power and agility. The ear directly sends signals to the brain when the car's traction limit is reached and for the supplied drive or recuperation power during deceleration.

Porsche Electric Sport Sound makes the vehicle's own drive sound even more emotionally charged and richer with its innovative character both on the outside and inside. For this purpose, disturbing noises from the drive architecture are deliberately minimised and harmonious, emotive sounds matching what the vehicle is doing are amplified. These are composed in such a way that a sound experience characteristic of a Porsche is created: with a clear statement about the electric drive but unmistakably a true Porsche. The driver

can activate and deactivate the Electric Sport Sound by selecting Sport Plus driving mode directly in the Drive menu of the Porsche Communication Management (PCM) or via the configurable joker keys.

Legally required acoustic warning

In contrast, the Acoustic Vehicle Alerting System (AVAS) cannot be switched off at low speeds. The installation of such a generator for warning noises in electric cars has been mandatory in the European Union (EU) since 1 July 2019. The EU regulation prescribes the activation of an Acoustic Vehicle Alerting System (AVAS) for the protection of other road users at speeds of up to 20 km/h. The situation in China and Japan is similar. The regulation defines highly detailed framework conditions on how an AVAS noise may and may not sound. These apply, for example, to the minimum and maximum volume as well as to certain noise components. The equivalent regulation in the USA even requires a warning sound when the vehicle is stationary and requires an increase in the noise level until 32 km/h is reached.

Porsche engineers also adapted this sound so that it is as emotive, sporty and powerful as is possible within the framework of the legal regulations. The AVAS is faded out above the legally required speed ranges of up to about 50 km/h. When Electric Sport Sound is switched on, the AVAS sound and the emotive sports sound blend harmoniously with each other.

The battery

Sophisticated thermal management: system voltage of up to 800 volts

The battery is located in the underbody of the Taycan Cross Turismo, ensuring a low centre of gravity and therefore sporty driving characteristics. The battery housing is a load-bearing component of the body structure, accommodating cooling and electronic components and protecting them from environmental influences.

The waterproof housing is a sandwich construction consisting of a cover at the top and a bulkhead plate at the bottom. The truss-design battery frame, which has multiple subdivisions, is mounted in between. The cooling elements are glued on underneath the bulkhead plate. The battery housing is secured by means of a steel protective plate. For the battery frame, the developers opted for a lightweight aluminium design. On the one hand, this provides a lot of installation space for the cell modules – and consequently a high battery capacity. On the other hand, this has made it possible for the weight of the vehicle to be kept low. Modern joining techniques are used, such as MIG welding (metal welding with incert gases) on the battery frame, laser welding on the bulkhead and protection plates, and heat-conducting adhesive on the line system under the battery (see below).

The standard two-deck Performance Battery Plus contains 33 cell modules consisting of 12 individual cells each (396 in total). Total capacity is 93.4 kWh. The cells themselves are pouch cells. In this cell type, the electrode stack is not enclosed by a rigid housing, but by a flexible composite foil. This allows both optimal use to be made of the rectangular space available for the battery and a reduction in weight. The modules each have an internal control unit for monitoring voltage and temperature and are connected to each other via busbars.

800-volt system voltage: less weight, faster charging

With the Performance Battery Plus, the Taycan is the first production vehicle with a system voltage of 800 V (voltage range 610 V to 835 V) instead of the usual 400 V for electric

vehicles. This enables consistently high performance, reduces charging time and decreases the weight and installation space of the cabling. Gross capacity is 93.4 kWh. The foot garages – recesses in the battery in the rear footwell – provide the best possible seating comfort in the rear and allow the low vehicle height typical of sports cars.

Heat pump permits intelligent functions

The battery is integrated into the vehicle's cooling circuit via a line system and a coolant pump. It can be cooled or heated so that it always operates in an ideal temperature window. The cooling elements have been placed outside the actual battery box and are glued to its underside so as to allow heat transfer. The fundamental development aim was to dissipate as little heat as possible into the environment and thus be as energy-efficient as possible in winter.

The battery can also store the waste heat from the liquid-cooled high-voltage components. As a result, it serves as a thermal storage device or buffer, which permits intelligent functions, such as battery conditioning, to ensure the car's optimal performance: the target temperature of the battery is determined on the basis of the battery charge and the selected driving programme. This ensures sporty driving characteristics and allows Launch Control to be used.

Depending on the outside temperature, the battery is preconditioned to a certain temperature level when the vehicle is connected to the mains for charging. The interior can be preconditioned independently of the mains.

The vehicle also determines the electrical power consumption of the air-conditioning system and the conditioning of the components based on the outside temperature, air humidity and solar radiation, as well as the currently selected driving mode and the respective setting of the automatic climate control system. The current range is calculated using these figures. In a parallel process, the optional PIRM (Porsche Intelligent Range Manager) provides a background forecast for the Range driving programme. When route guidance is activated, if the range calculation shows that the destination can be reached

with a lower battery charge, the system switches to a more energy-efficient driving programme and a different climate control mode.

Thermal management in the overall vehicle

Intelligent cooling and heating

Thermal management centres around a highly efficient, intelligent system for cooling and heating the high-voltage components. This applies in particular to the high-voltage battery with 800-volt technology, but also to all other high-voltage components such as the on-board DC chargers, DC/DC converters, on-board AC chargers and drive components such as electric motors, pulse-controlled inverters and transmissions. The HV cooling circuit is linked to the cooling system of the vehicle, as required.

This prevents potential power losses due to excessive heat generation by always delivering cooling capacity to exactly the components that need it. This ensures maximum flexibility for all operating modes and the vehicle requirements typical for Porsche. At the same time, the Porsche Charging Planner (PCP) ensures that the optimum temperature has been reached on arrival with route guidance active at a charging station.

On the hardware side, the thermal management system consists of a networked line system with a coolant radiator (front, left-hand direction of travel), three coolant pumps, six coolant valves, two fans and 10 coolant temperature sensors. This is supplemented by the linked components from the air-conditioning system with an A/C condenser (front, right-hand direction of travel), a separate evaporator (chiller) and a heat exchanger for air-conditioning/cooling (iCond).

The entire system is controlled via a sophisticated networked control unit. The amount of drive power available from the high-voltage battery and whether it can be charged quickly depend on the charge level (SoC) and the cell temperature. This results in different temperature targets for the battery, depending on the initial state and the desired final state. The selected driving mode also plays a key role here. In Range mode, operation takes place with optimum efficiency for the drive and high-voltage battery in combination with minimal on-board power consumption (the speed of the coolant pumps is reduced, for example). In contrast, in Sport or Sport Plus mode, the corresponding temperature targets

for the coolant flow are selected for maximum performance of the electric motors and pulse-controlled inverters.

The control range is considerably broader than for a conventional combustion engine vehicle, for example. The circuits used in the thermal management of the overall vehicle alone add up to more than 300 states in the Taycan. The optimum energy state at a particular moment is always calculated and adjusted from this. High availability targets, for example for Launch Control, are made possible by a significant and rapid decrease in the coolant temperature. Thermal pre-conditioning for extra-quick charging at the calculated place of arrival or pre-calculated arrival time is also possible.

The charging process

Quick, comfortable, intelligent and universal

In addition to fascinating vehicles, a customer-friendly charging infrastructure and intelligent charging solutions are the keys to the success of electric mobility.

Taycan Cross Turismo drivers can charge their vehicles at home with up to 11 kW of alternating current (AC) as standard. An on-board charger delivering 22 kW is available as an option. With this unit, the battery charges in around half the time it takes the standard 11 kW AC charger. This option has been available in Europe and North America since the end of 2020.

When on the road, Taycan Cross Turismo drivers benefit from a sophisticated temperature management strategy for the battery. This allows the batteries to be charged with higher currents (direct current, DC), speeding up the process significantly: in around five minutes, the battery can be recharged for a range of up to 100 km (according to WLTP). The charging time for 5 to 80 per cent SoC (state of charge) takes 22 minutes and 30 seconds in ideal conditions at an 800-volt charging station, with a maximum charging capacity (peak) of up to 270 kW. For charging at 400-volt charging stations, an on-board DC charger with 50 kW or 150 kW is installed as standard (depending on the country).

The Taycan Cross Turismo has charge ports behind port doors in the two front side sections of the body. AC charging is possible on both sides, while DC charging is also possible on the front passenger side (region-specific). Customers are able to choose optional electric charge port doors, which can be opened automatically by means of a sensor on the charging socket. The port doors are opened by means of a hand gesture. Alternatively, the electric charge port doors can be operated from the interior via the centre console control panel.

Porsche also offers the following charging equipment:

- With the portable, 3-kg Porsche Mobile Charger Plus, the Taycan Cross Turismo can be charged at home or on the road with a maximum of 11 kW.
- The Porsche Mobile Charger Connect, which is also portable, allows the Taycan Cross Turismo to be charged with up to 22 kW. The Mobile Charger Connect can be operated intuitively via a 5-inch touch display – a connection to the internet is possible via the home network in order to use the Connect functions. Data such as the battery's current charging status and the remaining charging time can either be displayed on the screen or on a smartphone or tablet linked to it.
- A wall bracket is supplied and can be mounted in the garage. The Porsche Mobile Charger Plus is then simply and securely attached using a clip-in system. The Porsche Charging Dock protects the Mobile Charger Connect against external influences such as rain and vandalism. The charging cable can also be conveniently wound up around the charging dock when not in use.
- Home Energy Manager (HEM): this intelligent control centre can be integrated into the domestic power grid by an electrician and ensures problem-free and convenient charging at home. The Home Energy Manager can optimise the charging process in terms of performance, time, costs and power sources. It ensures the maximum charging capacity taking into account the individual domestic power supply.
- In addition, the Home Energy Manager is able to carry out vehicle charging processes when other domestic electrical appliances are typically not in use. The Home Energy Manager can also manage the charging processes of multiple vehicles at the same time. This takes into account such factors as timelines, prioritisation and planned departure times. The Home Energy Manager also helps to reduce charging costs. If a customer has an electricity tariff with lower costs at certain times, the Home Energy Manager can schedule the charging process to this time slot.
- With the charging mode optimised for the use of self-generated power, the HEM permits targeted charging with domestically produced solar power. Once the freely

configurable, minimum battery charge level has been reached, the system consumes only solar energy that is not used by the building. The departure time or destination SoC can be taken into account, for example.

- Customers can also specify a Mode 3 charging cable for charging at public charging stations.

The Porsche Charging Service enables worldwide access to charging points from various providers. Central billing takes place via Porsche. More than 135,000 charging points in 20 countries across Europe are currently available with this service. These include over 10,000 charging points with a DC charging capacity of more than 50 kW. In China, 213,000 charging points are already available through the Porsche Charging Service.

Porsche is also supporting the global establishment of a fast-charging infrastructure, in some cases together with partners.

- At selected locations in the pilot cities of Shanghai, Beijing, Tokyo, Osaka, Nagoya and London, Porsche Charging offers customers the opportunity to charge their vehicles at four of their own high-power charging points.
- As part of the Ionity joint venture, which also involves Audi, BMW, Daimler, Ford and Hyundai, Porsche is building approximately 400 high-power charging parks with a capacity of up to 350 kW per charging point across Europe.
- The Porsche dealer network will also be equipped with 800-volt high-power charging stations. For expansion of the charging infrastructure and hardware alone, each dealer had invested more than a quarter of a million euros by the end of 2020.
- In the US and Canada, more than 2,400 DC charging points with a DC charging capacity of more than 50 kW in the network of Electrify America and Electrify Canada are integrated in the Porsche Charging Service.
- Charging as Mobility Service (CAMS) is a joint venture of the Volkswagen Group. Its aim is to put into operation around 4,000 DC charging points in 20 major Chinese cities.

- In selected markets, Porsche is working with local partners on the development of charging infrastructure with selectively installed, fast-charging corridors.

Service from Porsche

Charging made easy

According to a Porsche forecast, approximately 80 per cent of a Taycan's charging processes will take place at the owner's home overnight. Porsche offers a multi-step check of owners' individual charging situations and extensive charging equipment for this purpose.

In the Porsche Charging Pre-Check, interested parties can find out at an early stage whether charging at their home is generally possible. In a short online survey, information on the living and parking situation, existing power connections and Internet availability is collected. On the basis of the information provided, the potential customer will receive an initial estimate. If an individual consultation is requested, prospective customers can forward their Pre-Check-ID to a Porsche Centre.

The Porsche Centres also offer a Home Check before the vehicle is purchased. An electrician will check the conditions on site and can also install the charging station at a later date. The Porsche Centre will receive a report from the home visit in order to be able to provide the customer with the best possible advice on the choice of charging equipment.

Charging on the road: Porsche Charging Service with more than 150,000 charging points

Around 20 per cent of charging operations are performed at public charging stations. For this also, Porsche has developed its own solutions for its customers. On journeys, customers can access the Porsche charging network via the Porsche Charging Service, which enables them to locate charging points and begin charging. Billing also takes place via centrally stored payment data. There is no need to register with the various operators. This is done across countries, at a unit price per market and independently of currency. The corresponding Charging App and the Porsche navigation system guide customers to the selected charging station.

The Porsche Charging Service provides the customer with access to over 150,000 public AC and DC charging points in over 20 European countries. In North America, all Electrify America and Electrify Canada charging points are integrated in the Porsche Charging Service. In China, there are already 213,000 charging points through a local Charging Service solution. The Porsche Charging Service is being continuously developed to integrate additional charging points and improve the offering.

The app provides real-time information on the location and availability of the charging stations as well as the price of a charging process. Authentication takes place at the charging station

- via Charging App by scanning the QR code, directly in the app,
- via a Porsche Taycan Charging Card, which users receive free of charge after registering for the service, or
- via the Plug & Charge function where users just have to connect the charging plug. In addition to availability in the charging infrastructure of the respective market, a prerequisite for this is a corresponding charging contract, for example with Porsche Charging Service. Authentication data is saved in the vehicle. As a result, the charging station automatically identifies the connected vehicle. ISO standard 15118 ensures that the communication between infrastructure and vehicle is tamper-proof. Payments are also processed automatically. Plug & Charge is already operational at Ionity charging stations in Germany, Norway, Denmark, Sweden, Finland, Italy and the Czech Republic. Twelve more European countries will follow in the first half of 2021. In the US and Canada, Plug & Charge will also be available from Electrify America and Electrify Canada at many charging points in the first half of 2021.

All charging operations with Porsche Charging Service are carbon-neutral. Porsche drivers can filter the available charging stations using the Green Electricity charging station filter. In this case, only charging stations where correspondingly certified power is used for charging are displayed. The emissions produced at all other charging stations are automatically offset by Porsche Charging Service in cooperation with &Charge GmbH, a

Porsche company. In Europe, the US and Canada, use of Porsche Charging Service is included for the first three years. The charges for the charging operations themselves depend on the amount of electricity charged (kWh) and also on the charging duration. The prices are displayed in detail and also graded according to power output class/charging speed. The app can be used on all mobile devices with iOS or Android operating systems and the service can be used by all Taycan customers. Use for Porsche hybrid vehicles is not currently possible.

Ionity high-power charging network: 400 stations on major European transport routes

With the creation of the Ionity joint venture, the BMW Group, Daimler AG, Ford Motor Company, Hyundai and Volkswagen Group have joined Porsche AG in paving the way for the most extensive high-power charging network for electric cars in Europe.

Ionity will build and operate a total of 400 high-power charging parks, of which 335 parks had already been completed as of 15 February, 2021. These are being located on motorways and main transport routes across large parts of Europe. They are publicly accessible and located an average of 120 km apart. Ionity is collaborating with strong business partners such as Tank & Rast, Shell and Circle K, and benefits in particular from the attractive locations of these partners. Each Ionity high-power charging park has multiple charging stations. The network uses the European charging standard Combined Charging System (CCS). The charging capacity of 350 kW per charging station enables suitably designed vehicles such as the Taycan Cross Turismo to charge much faster than with currently available systems.

The battery-saving charging mode is a new function. This can restrict the charging capacity at suitable charging points (e.g. Ionity high-power charging stations) to around 200 kW, when customers are planning to take a longer break from driving. This extends the battery's service life and reduces the overall power loss. Drivers can select the battery-saving charging mode on the central display. Of course, if customers choose not to use this option, a charging capacity of up to 270 kW remains available at 800-volt high-power charging stations.

A further highlight is the exclusive Porsche Destination Charging. In this, BEV and PHEV customers can charge their Porsche free of charge at top destinations. The service already offers more than 2,000 AC charging points in over 50 countries at locations such as selected hotels, airports, museums, shopping malls, sports clubs and marinas. Further expansion of the network is in full swing.

Porsche is also supporting the global establishment of a fast-charging infrastructure, in some cases together with partners.

- At selected locations in the pilot cities of Shanghai, Beijing, Tokyo, Osaka, Nagoya and London, Porsche Charging offers customers the opportunity to charge their vehicles at four of their own high-power charging points.
- The Porsche dealer network will also be equipped with 800-volt high-power charging stations.
- In the US and Canada, Electrify America and Electrify Canada have set up more than 2,400 DC charging points with a DC charging capacity of more than 50 kW.
- Charging as Mobility Service (CAMS) is a joint venture of the Volkswagen Group in China. The aim is to put into operation around 4,000 DC charging points in 20 major Chinese cities.
- In selected markets, Porsche is working with local partners on the development of a charging infrastructure with selectively installed, fast-charging corridors.

Intelligent range optimiser

On the road, the Porsche Charging Planner (availability is country-dependent) provides highly intelligent control of the charging process when it comes to fast charging. As soon as route guidance is active, the system assists the customer to travel in a relaxed manner and without unnecessary loss of time, even over long distances.

First, the navigation system calculates the fastest or shortest route, taking into account real-time traffic information. It is also possible to enter a desired charge level at the destination. If the calculated charge level is below this target value, the Charging Planner plans charging stops so that the desired range is available at the destination.

This planning takes into account the power available at the stations as well as the charging time calculated on this basis and then automatically adapts the destination SoC to the energy quantity required on the route. Stations that are not directly on the route are also taken into account. This means that stations with higher capacities can be preferred, and the overall travel time can be further optimised. The respective charging times are taken into account for specification of the arrival time.

In order to make optimum use of the available maximum charging capacity, the system also regulates the preconditioning of the battery in good time before the charging stop. The Charging Planner is active throughout the entire route guidance process and continuously optimises the planned route, including charging stops, taking into account real-time traffic information. The Porsche Connect package for the Taycan includes the online functionality required for the Charging Planner for three years (country-specific).

Thanks to locally stored database entries, the Charging Planner can also make recommendations for charging stops offline.

The battery-saving charging mode is a new function. It can restrict the charging capacity at suitable charging points (e.g. Ionity high-power charging stations) to around 200 kW, when

customers are planning to take a longer break from driving. This extends the battery's service life and reduces the overall power loss. Drivers can select the battery-saving charging mode on the central display. Of course, if customers choose not to use this option, a charging capacity of up to 270 kW remains available at 800-volt high-power charging stations.

Porsche Intelligent Range Manager

As an option, the range of functions of the Charging Planner can be extended with the Porsche Intelligent Range Manager (availability is country-dependent). When route guidance is activated, the Charging Planner always acts in the background and once again optimises all the system parameters in order to achieve the shortest travel time with maximum comfort.

In the Normal, Sport, Sport Plus and Individual driving modes, the Porsche Intelligent Range Manager automatically optimises the route if the destination can be reached more quickly by making fewer charging stops while at the same time limiting the maximum speed, for example. The calculation runs automatically in the background. The alternative route is suggested for activation and can also be called up under Alternative Routes in the Porsche Communication Management (PCM).

If the driver confirms the route, the Taycan automatically switches to the Range driving mode. In this way, routes with shorter journey times can be determined, particularly for long-distance journeys with charging stops.

In Range driving mode, the Porsche Intelligent Range Manager automatically changes the speed limit and the air-conditioning mode as required. While this allows the most economical driving possible in conjunction with the manual speed limitation and air conditioning settings, the Porsche Intelligent Range Manager dynamically optimises the routes on the basis of routing, topography, speed and traffic information. In this way the travel time can be kept to a minimum without sacrificing comfort.

The chassis

Committed to driving dynamics

From uncompromisingly sporty to comfortable: the chassis of the Taycan Cross Turismo offers a wide variety of different settings and also permits plenty of driving pleasure on unpaved roads. The basic layout: at the front, Porsche uses a double-wishbone axle with forged aluminium wishbones and hollow-cast aluminium lightweight swivel bearings. On the rear axle, a multi-link axle with forged upper aluminium wishbones and hollow-cast lower aluminium wishbones performs wheel guidance. The axle load distribution between the front and rear axles is balanced and is between 49.7/50.3 per cent (Taycan 4 Cross Turismo) and 48.8/51.2 per cent (Taycan Turbo S Cross Turismo).

The air suspension includes a Smartlift function as standard. This allows the customer to easily programme the system so that the ride height is automatically raised at certain recurring locations such as road humps or garage driveways. Such positions can be stored by simply pressing the chassis button.

Porsche 4D Chassis Control: intelligent command centre

Porsche uses a centrally networked control system for the chassis of the Taycan Cross Turismo. The 4D Chassis Control analyses the current driving situation in all three dimensions (longitudinal, lateral and vertical acceleration) and then calculates the vehicle status. It then shares this status with all the chassis systems in real time – adding a fourth dimension to chassis control. As a result, the systems provide an integrated response to the upcoming driving situation.

PASM: real-time analysis and synchronisation

The Porsche Active Suspension Management (PASM) electronic damper control system is included as a standard feature. This system responds to the road surface conditions and the current driving style, constantly adjusting damping for each individual wheel accordingly.

So, how does PASM work? Sensors record the vehicle body movements generated during fast acceleration, braking, fast cornering or driving on uneven road surfaces. PASM sends the recorded data to the Porsche 4D Chassis Control. The command centre calculates the current vehicle status and regulates the damper characteristics and spring rates depending on the selected mode. Thanks to the three-chamber air suspension technology, different air suspension volumes can be switched within milliseconds. The 4D Chassis Control system also allows the control parameters of the other electronic suspension systems to be adjusted accordingly. The noticeable result: more driving stability, performance and comfort.

The Taycan uses a single-tube damper instead of a conventional twin-tube damper. This is not only lighter, but also offers a better response and a greater balance between comfort and sportiness.

Adaptive air suspension with Smartlift function

The Taycan Cross Turismo's three-chamber air suspension provides a wide range of spring rates. This allows the chassis to be adjusted to a low basic spring rate and therefore made more comfortable. As soon as necessary, the spring rate is electronically adjusted in a fraction of a second – for example when accelerating and braking. Roll movements are reduced via volume control.

The air suspension includes a Smartlift function as standard. This allows the customer to easily programme the system so that the ride height is automatically raised at certain recurring locations such as road humps or garage driveways. Such positions can be stored by simply pressing the chassis button. When driving on motorways, the Smartlift function can also actively adjust the vehicle's ride level to the best possible compromise between efficiency and driving comfort.

In addition, the air suspension offers the well-known advantages of ride height control. These include the way that the ride height remains the same or at the desired level, regardless of vehicle load. What is more, the car's frontal area can be reduced in two stages by lowering its nose and thereby optimising its range. Further levels are available in

addition to the normal level depending on the driving modes (see the Drive section for further information).

Selecting Gravel mode also influences ride height: on vehicles without the Off-Road Design package, the chassis is raised by 10 mm compared with Medium level so that it is at the same height as vehicles with the Off-Road Design package. The air suspension maintains this level in Gravel mode at speeds of up to 120 km/h before lowering the body again by 10 mm.

In the same way as for the Lift level, a function is also implemented in Gravel mode that prevents the vehicle driving off at Medium level after a break during rough-road driving.

In the Range and Sport Plus modes, the chassis is always in the lowest position (22 mm lower):

- The Lift level raises the chassis by 20 or 30 mm (without/with the Off-Road Design package) to prevent the front spoiler from bottoming, when, for example, entering an underground car park. This level can be set at speeds up to 30 km/h.
- Above 90 km/h, the Taycan is lowered by 10 mm
- and, when 180 km/h is reached, the body is automatically lowered by a total of 22 millimetres to improve road holding and aerodynamics at high speeds.

PDCC Sport active roll stabilisation: quick to react and efficient

The optionally available Porsche Dynamic Chassis Control Sport (PDCC Sport) active roll stabilisation system uses electromechanical anti-roll bars. When required, the system reacts in just 200 milliseconds in order to stiffen the anti-roll bars to prevent the body from rolling. This makes PDCC more than 30 per cent faster than similar systems using hydraulic actuators. A further advantage is the lower energy consumption of the system, which is particularly important for an electric vehicle.

Porsche Torque Vectoring Plus (PTV Plus): more agile turn-in

The optional Porsche Torque Vectoring Plus (PTV Plus) uses an electronically controlled differential lock on the rear axle for variable distribution of the drive torque between the

rear wheels. PTV Plus improves traction by specifically locking the differential when accelerating out of corners.

Rear-axle steering: maximum steering precision and easier manoeuvring

Rear-axle steering is available as an option (standard on the Taycan Turbo S Cross Turismo). This further increases comfort, driving safety and driving dynamics. The vehicle steers without delay and builds up lateral force at the rear axle much sooner. The result is even more impressive steering precision.

At low speeds of up to about 50 km/h, the rear wheels steer in the opposite direction to the front wheels. The steering angle depends on the vehicle's speed and is a maximum of 2.8 degrees. This virtual shortening of the wheelbase results in a more dynamic steering response when cornering. At the same time, manoeuvring is easier as the turning circle is reduced by approximately 60 cm to 11.4 m. In addition, with rear-axle steering the Taycan automatically features Power Steering Plus, which offers greater steering assistance at low speeds.

At speeds above approximately 50 km/h, the rear wheels steer in the same direction as the front axle, again depending on speed. The wheelbase is virtually lengthened, increasing stability when, for example, changing lanes on the motorway.

The brakes: high-performance systems with ceramic materials

On the optional high-performance Porsche Surface Coated Brake (PSCB, standard on the Taycan Turbo Cross Turismo), braking power and wear-resistance are increased by the application of a tungsten carbide coating to the cast-iron brake discs. At the same time, the soiling of the rims by brake dust is reduced. PSCB is particularly interesting for electric vehicles. Since conventional brakes are used less frequently due to recuperation, depending on driving style, PSCB always guarantees shiny brake discs due to its high resistance to corrosion.

The top-of-the-range system is the Porsche Ceramic Composite Brake (PCCB), which is standard on the Turbo S. The lightweight ceramic composite brake discs are 420 and 410 mm front and rear.

Braking behaviour and feel remain consistent thanks to the blending-capable brake system – regardless of whether the battery is cold or warm, full or empty.

Here is an overview of the standard brake systems:

Taycan Cross Turismo	Brake system	Colour of brake callipers	Front axle		Rear axle	
			Dimensions	Number of pistons	Dimensions	Number of pistons
4	Cast-iron brakes	Black	360 x 36 mm	6	358 x 28 mm	4
4S	Cast-iron brakes	Red	360 x 36 mm	6	358 x 28 mm	4
Turbo	Porsche Surface Coated Brake (PSCB)	White	410 x 38 mm	6	365 x 28mm	4
Turbo S	Porsche Ceramic Composite Brake (PCCB)	Yellow	420 x 40 mm	10	410 x 32 mm	4

The wheels: several sizes, many designs

The wheel range includes 19-inch (standard on Taycan 4 Cross Turismo and Taycan 4S Cross Turismo) and 20-inch sizes (standard on Taycan Turbo Cross Turismo and Taycan Turbo S Cross Turismo). In addition to numerous paint finishes, for example Aurum or Deep Black Metallic, Exclusive Design wheels with carbon aeroblades also provide options to customise the vehicle.

Passive safety

High-tech lightweight construction with structurally integrated battery housing

The Porsche Taycan Cross Turismo has a high-tech lightweight body which accommodates the electric powertrain and battery. All the components have been designed and optimised with lightweight construction in mind. The high-voltage battery with its internal load paths is cleverly integrated into the bodyshell structure.

The battery modules are built into the battery frame in such a way that maximum passive and high-voltage safety is achieved in the event of a crash. The structurally-integrated battery housing consists of different levels. At the centre of this design is the battery frame, which consists of a seal-welded lightweight aluminium structure. As a result, optimum weight is achieved. A truss structure inside the particularly rigid all-round frame and crash box elements provide additional protection in the event of a collision. A steel plate protects the battery and the cooling structure against damage from below.

The crash sensors of the Taycan Cross Turismo were developed to meet the specific requirements of electric vehicles. Additional sensors are therefore used to reliably disconnect high-voltage equipment in the event of a crash. If an airbag is deployed in the event of an accident, the vehicle's battery connection is disconnected as a precaution so that no voltage is live. Should an accident occur, several high-voltage disconnection points in the vehicle enable the emergency services to intervene quickly and safely. All the fuses and busbars are located centrally in the vehicle. The battery management system, including the disconnection unit, is also located in a protected area in the centre console.

Crash load paths: new approaches for a new era

The newly developed frontal design makes it possible to engineer the load paths in such a way that crash requirements are met and space is gained for an additional large luggage compartment in the nose. Pedestrians are protected by an active bonnet.

In a side crash, the high forces generated are dissipated via both the bodyshell and the structurally integrated high-voltage battery. This concept enables the Taycan Cross Turismo to achieve maximum passive safety and occupant protection coupled with minimum weight.

All the structural load paths relevant in a rear-end crash are made of aluminium to optimise weight. For the rear structure, casting technology is used at several structure nodes. Less material was required due to the optimised geometrical design and functions could be integrated at the same time.

Safety equipment: eight airbags as standard

In addition to the crash-optimised body, extensive passive safety systems ensure maximum protection. Depending on the seating configuration, four or five three-point seat belts with force limiters are fitted as standard. The Porsche Side Impact Protection System consists of side impact protection elements in the doors and thorax airbags integrated in the side bolsters of the front seats. The side protection system is rounded off by curtain airbags covering the entire roof frame and side windows from the A to the C pillar. Classic full-size airbags and one knee airbag each for driver and front passenger are fitted. In total, the new Porsche Taycan Cross Turismo features eight airbags as standard. Side airbags at the rear are offered as optional equipment. ISOFIX brackets on the outer rear seats ensure that appropriate child seats are securely anchored (optionally also on the front passenger seat with a front passenger airbag deactivation function).

The assistance systems

Support in all situations

The new Taycan Cross Turismo features a host of comfort and assistance systems. They not only make the vehicle safer but also make journeys more comfortable. There are also numerous sophisticated sensors that scan the environment around the vehicle using ultrasound, radar and camera systems. In combination with wireless mobile communication and a powerful central control unit, the vehicle is able to process the information provided by the sensors and assist the driver in real time.

The assistance systems at a glance:

Standard equipment

Cruise control incl. adaptive speed limiter

Warning and brake assist system

- Braking distance reduction system
- Forward Collision Warning Objects
- Predictive pedestrian and cyclist protection

Front and rear ParkAssist with visual and acoustic warning

Lane Keeping Assist including road sign recognition

- Lane Keeping Assist
- Road sign recognition
- Corner notification

Optional equipment

Adaptive Cruise Control

- Automatic distance control
- Stop-and-go function
- Turn Assist (Front)
- PreCrash Basic/Front
- Emergency Assist with reversible belt tensioners and radar assistance

Night Vision Assist

ParkAssist incl. rear-view camera

ParkAssist including Surround View

- Mirror courtesy lighting

Lane Change Assist

- Turn Assist (Rear)

Adaptive Cruise Control incl. Traffic Jam Assist

- Active Lane Keep Assist
- Roadworks & Bottleneck Assist
- Swerve Assist
- Intersection Assist

- Intelligent ParkAssist
- Exit warning
- Manoeuvring Assistant and Kerb Alert
- Lane Change Assist
- Requires ParkAssist with Surround View
- Requires Comfort Access

Porsche InnoDrive including Adaptive Cruise Control

Comfortable and efficient: Porsche InnoDrive

Porsche InnoDrive offers optimised speed control for additional comfort, higher efficiency and the sort of driving experience expected of a Porsche. Based on navigation data together with radar and video sensors, speed is predictively adapted to speed limits and road topology (gradients, bends). Acceleration and deceleration (including coasting) are controlled by Porsche InnoDrive. The system's ability to anticipate distances of up to three kilometres, as well as real-time optimisation of the driving strategy, enable harmonious and efficient journeys. Porsche InnoDrive also automatically adjusts the speed to allow for bends, roundabouts and speed limits. It detects the distance to the vehicle in front and controls it even when a vehicle cuts in from the side.

The basic design of the system is engineered for maximum comfort. It optimises its driving style in order to achieve the highest possible degree of smoothness with as few acceleration and braking processes as possible. On the other hand, Porsche InnoDrive in Sport mode offers the driver the possibility of driving dynamically and yet appropriately even on unfamiliar routes. Although its driving style is then dynamic, it remains well below the vehicle's limits.

Additional functions of Porsche InnoDrive:

- Active Lane Keep Assist enhances the adaptive cruise control and lane keeping functions on well-developed country roads and motorways. The system takes into account traffic ahead and road markings within the system boundaries, and keeps the vehicle in the middle of the lane through continuous steering interventions — including in traffic jams.
- Swerve Assist can help the driver to steer the vehicle around an obstacle in a critical avoidance situation.
- Intersection Assist can warn the driver (visually, acoustically and with a braking jolt) if crossing or oncoming road users are overlooked at an intersection.

Air conditioning

Fully automatic climate comfort

Porsche adds extra intelligence to the air-conditioning system: In the Taycan Cross Turismo, the air vents are electrically controlled and are integrated into the fully automatic control of the air conditioning system. Drivers and passengers benefit from this innovative system in various ways: with the clean, louvre-less appearance of the air vents, as well as intuitive, fast operation and further improved acoustic properties.

The integration of the electric vents makes it possible to offer two automatic modes: tapping the Ventilation button once on the centre console control panel displays the ventilation menu on the centre display. The automatic modes – Focused for direct, fast air conditioning and Diffused for draught-free air conditioning – can then be selected.

An Individual mode can also be selected. The airflow direction from the side and centre vents can then be adjusted individually. Individual air-conditioning preferences are stored as part of the personalisation process, allowing several users to access their own settings in the vehicle: one individual setting can be stored for each vehicle key plus a further eight for the vehicle. The desired temperatures can be selected on the touch control panel.

The air-conditioning system operates in the background, with a feel-good climate being created more or less automatically. The driver and passengers can then focus on the driving experience.

The innovative Advanced Climate Control system is a two-zone, automatic climate control system that comes as standard. If the Advanced Climate Control four-zone, automatic climate control system is ordered as an option, this can be controlled in the rear via a 5.9-inch touch display. The air-conditioning modes of both seats are individually adjustable, and operation is carried out in accordance with the Individual mode selected at the front. Depending on the vehicle specification, the seat heating in the rear can also be controlled via the display.

The effort that Porsche development engineers put into climate comfort is also shown by the way that the Taycan Cross Turismo receives specially configured software for its air-conditioning system, depending on whether it comes off the assembly line with an aluminium or a glass roof.

A heat pump is optionally available. It uses the waste heat from the powertrain to efficiently heat the vehicle interior. At outside temperatures below 20 degrees Celsius and with the air conditioning activated, the heat pump helps to save energy and has a positive effect on the car's range.

Equipment

Accessories for an active lifestyle

Practical details such as the standard bag hooks in the luggage compartment increase the everyday usability of the Taycan Cross Turismo. They also serve as mounts for the luggage compartment cover, which can be stowed in the vehicle when not in use. The stowage package is also standard. This includes compartments in the front and rear centre consoles as well as two tie-down straps in the luggage compartment. A partition net for the luggage compartment is available as optional equipment.

Special off-road look as an option

The optional Off-Road Design package makes it possible to further sharpen the character of the Taycan Cross Turismo. With this equipment version, special flaps are integrated in the front apron, side sills and rear diffuser. They are located in front of and behind the wheel housings in each case. The Off-Road Design package also includes a ground clearance that is increased by ten millimetres compared with the Medium level. 20-inch alloy wheels are also available in a special off-road design.

Extensive standard equipment

Porsche has upgraded the standard equipment of the Taycan for the 2021 model year. The new Taycan Cross Turismo models naturally benefit from this. Digital radio is standard. Digitally broadcast radio stations in DAB, DAB+ and DMB audio formats offer excellent sound quality. Porsche has also enhanced the standard equipment in terms of connectivity. Apple® podcasts can be selected as an individual media source, for example.

With LED headlights, Advanced Climate Control (two zones), multifunction sports steering wheel, partial leather interior and eight-way electrically adjustable comfort seats, the standard equipment of the Taycan 4 Cross Turismo and Taycan 4S Cross Turismo is already extensive.

14-way electrically adjustable comfort seats come as standard for the Taycan Turbo Cross Turismo, as does Porsche Torque Vectoring Plus. The features of the Taycan Turbo S

Cross Turismo include 18-way electrically adjustable adaptive sports seats, a leather-free two-tone interior and rear-axle steering, Porsche Torque Vectoring Plus, Sport Chrono package and Porsche Electric Sport Sound. Always standard are Porsche Communication Management (PCM) including online navigation, Porsche Charging Planner (PCP)², mobile phone preparation, audio interfaces and voice control. The Porsche Connect package (country-specific equipment; 36-month use included in many markets) includes music streaming via Apple® Music and online radio, remote and e-mobility services (including charging and range management as well as parking air conditioning) and numerous other Porsche Connect services. The standard Porsche Vehicle Tracking System (PVTs) can be used to monitor the vehicle and automatically detects theft.

The standard Sound Package Plus includes 10 speakers with a total output of 150 watts. The BOSE® Surround Sound System is standard in the Taycan Turbo Cross Turismo and Taycan Turbo S Cross Turismo and optionally available for the Taycan 4 Cross Turismo and Taycan 4S Cross Turismo. This comprises 14 speakers including subwoofer and 14 amplifier channels. Total output is 710 watts. The BOSE® Centerpoint 2 technology enables playback of stereo sources in surround mode.

The optional Burmester® 3D High-End Surround Sound System was especially matched to the larger passenger compartment volume. With a total output of 1,455 watts and 21 individually activated loudspeakers, this system produces an engrossing and homogeneous surround sound. The loudspeakers include a 25-centimetre, 400-watt active subwoofer with Class D digital amplifier, 2-way centre system and 3D high-end surround technology. Other sophisticated high-end components, such as special tweeters (AMT - Air Motion Transformer) and an acoustically effective total diaphragm area of more than 2,500 cm², ensure that the sound output remains precise even at very high levels. Several sound presets permit a top-class music experience, whereby a sound conditioner sensitively adapts the sound to the current driving situation in real time using a microphone. The sound enhancer also improves the sound quality for data compression formats such as MP3.

² Availability depending on the market

Sporty look with differences in the details

The models differ in their exterior design in a number of details. Here is an overview of the most important differentiating features:

Taycan Cross Turismo	Taycan 4	Taycan 4S	Taycan Turbo	Taycan Turbo S
Lower front apron inlay	Painted in Brilliant Silver ³			In Carbon
Side window trims	Black	High-Gloss Silver		High-Gloss Black (High-Gloss Silver optionally available)
Door sill guards	Black	Brushed aluminium in Silver		Matt Carbon, illuminated
Inlay of black side sill	Painted in Brilliant Silver ³			In Carbon
Wheel arch trims	In Black			Painted in High-Gloss Black
Bottom housing half of exterior mirrors	With mirror base in Black		Painted in exterior colour, mirror base in Black	Painted in exterior colour, mirror base painted in High-Gloss Black
Rear diffuser inlay	Painted in Brilliant Silver ³			In Carbon
Model designation on tailgate	In Silver			In High-Gloss Black
Porsche Crest on wheel hub covers	Monochrome			Colour

New Porsche Performance roof box: approved up to 200 km/h

The new Performance roof box from Porsche can be fitted on the roof rails of the Taycan Cross Turismo in just a few simple steps. This roof box, which has a capacity of up to 480 litres, bears the Performance designation because it is approved for speeds of up to 200 km/h for the Macan, Panamera, Taycan and Cayenne product lines. Porsche is therefore meeting the wishes of many customers who would also like to use this additional luggage space at higher speeds. The approval for the roof box was preceded by extensive testing of aerodynamics and vehicle handling.

The roof box can be opened from both sides for easy and even loading. In addition to its simple handling and high degree of everyday usability, the sporty and purist design is also an important distinguishing feature. The roof box was designed in collaboration with Studio F. A. Porsche. With a slight counter-curve shape and a separation edge, the design is based on the principle of form following function. A three-dimensional Porsche logo adorns the rear of the box.

³ Optionally also in Vesuvius Grey (not in combination with exterior colour Silver)

A wide range of personalisation options is available to customise its design. Like the entire box, the handles are available in High-Gloss Black, Dolomite Silver, Carrara White or Volcano Grey Metallic. Both can also be supplied in primer so that customers can have them painted in a colour of their choice by their Porsche Centre.

Porsche Design Sport Chrono package: sporty timekeepers for the car and wrist

The Porsche Design Sport Chrono package introduced last year is already available for the Taycan Cross Turismo. This includes sporty timekeepers for both your Porsche and your wrist:

- the dashboard of the Cross Turismo is equipped with an electrically operated clock with analogue display, high-quality metal dial with radial finish, ceramic indices and hands with Superluminova® coating. Thanks to special incident-light technology, it is possible to optimally read off the time even in poor light conditions and in the dark, and the visual impression corresponds to that of the familiar Porsche Design Timepieces.
- A chronograph and a trio of three-hand watches with small seconds are available to match the clock in the sports car. These timepieces are powered by mechanical Porsche Design calibers. The COSC chronometer certificate (Contrôle Officiel Suisse des Chronomètres) confirms their extreme accuracy. The timepieces combine classic design features with materials and performance from sports car engineering and therefore transport the Porsche feeling to the wearer's wrist.

Development

As multi-faceted as the car: the testing programme

The usual comprehensive Porsche testing programme took place on race tracks such as Nardò (Italy), the Nürburgring Nordschleife and Hockenheim (both Germany) as well as on proving grounds all over the world. The Cross Turismo was also tested off-road in the South of France and in the Pyrenees, and it experienced ice and snow during test programmes in Sweden, Finland and Norway. The proving grounds at the Weissach Development Centre offered a further 'Out of Africa' off-road challenge thanks to its Safari track. With test drives covering a distance of exactly 998,361 kilometres, the Cross Turismo prototypes drove around the earth almost 25 times measured at the Equator.

The new rear bicycle carrier designed by Porsche especially for this model also underwent the rigorous testing programme with rough road tracks and driving dynamics tests. The carrier sets new standards not just in terms of stability, but also in ease of use and ergonomic design. Several (e-)bikes can be transported on its very wide and generously spaced rails.

“When developing the Cross Turismo, we were of course able to build on our experience with the Taycan sports saloon. The biggest challenge was combining the requirements of sportiness with off-road capabilities,” emphasises Vice President Model Line, Stefan Weckbach: “The Cross Turismo has to be capable of high performance on the race track and must also be able to handle scree, mud and gravel.” The latter conditions were simulated on the endurance testing ground at the Development Centre in Weissach. Weckbach: “The result is impressive. However, the Cross Turismo is not a hardcore off-road vehicle, but specialises in unpaved and dirt roads. It’s like a type of Swiss army knife on up to 21-inch wheels.”

At Porsche, electric cars naturally have to undergo the same rigorous testing programme as combustion-engined sports cars. In addition to displaying superior performance, this always includes proving unrestricted everyday usability in all climatic conditions.

Particularly demanding tasks such as charging the battery, or controlling the temperatures for the powertrain and interior under extreme conditions, are additional aspects that are tested for the battery electric models. Other development goals characteristic of Porsche include race-track performance, the ability to perform multiple acceleration runs in succession and a range suitable for everyday use.

Extensive testing is also carried out in the laboratory and on test rigs, and includes development and validation of the aerodynamic design. The Cross Turismo thus braved the storm in the wind tunnel for around 325 hours. The rear area in particular was optimised here down to the very last detail. The Taycan sports saloon has also spent 1,500 hours in the wind tunnel during the development process.

The packaging and interior space conditions were also optimised down to the very last detail. The mock-up, a faithful, physical representation of the interior, and the packaging function model alone took 650 design, electronic and coordination hours and 1,500 workshop hours to complete.

Functions on Demand (FoD)

Flexible upgrade after vehicle purchase

Thanks to Functions on Demand (FoD), Taycan Cross Turismo drivers can purchase various convenience and assist functions as required. What makes this approach special is that it is also possible to specify certain upgrades after the vehicle has been delivered, and availability does not depend on the sports car's original configuration. It is not necessary to visit a workshop thanks to online activation. This is possible for Porsche Intelligent Range Manager (PIRM), Power Steering Plus, Active Lane Keeping, and for Porsche InnoDrive if ACC had already been configured.

Customers can choose whether they want to purchase the respective function for their Taycan Cross Turismo or subscribe on a monthly basis. Customers benefit from three free test months if they opt for a monthly subscription. After having registered, selected the desired function(s) in the Porsche Connect Store and, providing a connection can be established, the Porsche back end sends a data package to the Taycan Cross Turismo via the mobile phone network. Drivers are notified of the availability of this data package by the Porsche Communication Management (PCM). Activation then takes a few minutes. A message appears on the central display after successful activation.

Active Lane Keep Assist keeps the vehicle in the centre of the lane with continuous steering intervention – also in traffic jams. **Porsche InnoDrive** individually adapts the speed to the conditions ahead, such as speed limits, corners, roundabouts and situations where you have to give way or stop, all in a manner typical of a sports car.

With active route guidance, **Porsche Intelligent Range Manager (PIRM)** operates in the background, optimising all system parameters to achieve the highest levels of comfort and shortest travelling time.

Power Steering Plus operates on the basis of the vehicle's speed. It reacts directly and accurately at high speeds and provides stronger steering support at lower speeds. This Function on Demand is not available as a monthly option.