



## **Panamera 4 E- Hybrid and Panamera Executive Models**

**Press Kit**

# Launch event for Panamera 4 E-Hybrid and Panamera Executive models

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## Overview: Panamera 4 E-Hybrid and Panamera Executive with an extended wheelbase

### **Unique sports cars: Panamera dynamics with efficiency and luxury**

Porsche is continuing to expand the model line of the new Panamera: The Panamera 4 E-Hybrid benefits from the dynamics of the 918 Spyder super sports car; the Executive models feature a wheelbase that has been extended by 5.9 inches (150 millimeters) and an extended level of standard equipment. Designed as a sedan suitable for chauffeurs, this Porsche is available as a Panamera 4 Executive (330 hp), Panamera 4 E-Hybrid Executive (462 hp), Panamera 4S Executive (440 hp) and Panamera Turbo Executive (550 hp). All Panamera Executive models come standard with all-wheel drive.

The Panamera 4 E-Hybrid delivers a winning combination of performance-oriented hybrid drivetrain and sustainable e-mobility pairing a high level of driving dynamics with a high level of comfort. The hybrid sports sedan redefines the term “balance” in its own way: On the one hand, it develops 462 hp of system power, generated by the new 2.9-liter V6 twin-turbo engine and the electric motor. It also delivers a level of torque that rivals that of a 911 Turbo: 516 lb.-ft. are available immediately upon startup. This ensures tremendous driving pleasure, and enables the Panamera 4 E-Hybrid to accelerate from zero to 60 miles per hour in just 4.4 seconds thanks to the boost function. On the other hand, it has a purely electric range of approximately 50 kilometers according to the New European Driving Cycle (NEDC). U.S. figures will be available at a later date.

### **Panamera Executive: Maximum luxury and space for rear passengers**

The new Executive models represent the most luxurious version of the Panamera with a longer wheelbase, combining dynamic performance with outstanding comfort. With this extended wheelbase variant, Porsche is satisfying the needs of customers who demand a maximum amount of space. All four models share a wheelbase that has been extended by 5.9 inches (150 millimeters), which is of particular benefit to the rear passengers. The added space provides extra legroom for even greater levels of comfort. Furthermore, all Executive models offer an enhanced level of standard equipment. This includes features such as adaptive air suspension, electric rear comfort seats with comfort headrests, heated seats front and rear as well as rear roll-up sunblinds. The Panamera 4S Executive and Panamera Turbo Executive feature an even more comprehensive range of standard equipment.

### **The Panamera range: Sports cars among luxury sedans**

The fully redeveloped second generation of the Panamera was first introduced in the summer of 2016. The first models to be unveiled were the Panamera 4S (440 hp) and the Panamera Turbo (550 hp), which both come standard with all-wheel drive. These were followed by the Panamera 4 E-Hybrid, the Executive models, along with the Panamera and Panamera 4 with a V6 turbo engine (330 hp). With these variants, the Porsche Panamera model line designated for the United States now comprises nine different models with power outputs ranging from 330 to 550 hp.

## Panamera 4 E-Hybrid

### **Sustainability and performance – no contradiction for Porsche**

At Porsche, the term “hybrid” is synonymous not only with sustainable mobility, but also performance – a fact demonstrated convincingly by the 919 Hybrid, which won the 24 Hours of Le Mans in 2015 and 2016. This philosophy also defines the Panamera 4 E-Hybrid. The hybrid sports sedan generates 462 hp using the combined output of the combustion engine and the electric motor.

### **Purely electric range of 50 kilometers according to the NEDC**

The new Panamera 4 E-Hybrid always starts in pure electric mode. According to the New European Driving Cycle (NEDC), it can cover a range of up to 50 kilometers on pure electric power and reach a maximum speed of 86 miles per hour (140 km/h) in this mode. And yet, this hybrid sports sedan carries true Porsche DNA: It is capable a top track speed of 172 miles per hour and delivers 516 lb.-ft. of system torque from standstill without hesitation. 0 to 60 miles per hour takes just 4.4 seconds and the standard three-chamber air suspension ensures an optimum balance between supple ride comfort and agile handling at all times.

### **New hybrid strategy based on the Porsche 918 Spyder**

At Porsche, this kind of performance has a tradition: The new Panamera 4 E-Hybrid features a hybrid strategy never before seen in this segment – a strategy based on the one found in the 918 Spyder. The 887 hp 918 Spyder is the fastest series-production vehicle ever to lap the Nürburgring Nordschleife. Its record lap time of 6:57 minutes can also be attributed to the additional power provided by two electric motors.

As with the 918 Spyder, the power of the Panamera 4 E-Hybrid's electric motor – 136 hp and 295 lb.-ft. of torque – is available as soon as the driver touches the accelerator pedal. On the previous Panamera S E-Hybrid, the pedal needed to be pressed at least 80 percent of the way down to unleash the additional power of the electric motor when the vehicle was not in E-Power mode and the combustion engine was running. Now, the electric motor and combustion engine interact in perfect harmony from the beginning. As in the 918 Spyder, the electric motor can deliver additional power at all times. This, together with the performance characteristics of the new 2.9-liter V6 twin-turbo engine (330 hp/331 lb.-ft.), generates impressive acceleration.

In the Panamera 4 E-Hybrid, the electric energy is also used to increase the car's top speed. At Porsche, this new type of “E-Performance” – more power, more driving pleasure, lower fuel consumption – is seen as the performance kit of the future.

### **New hybrid module and quick-shifting eight-speed PDK**

Together with the V6 gasoline engine decoupler, the electric motor uses the new generation of Porsche's hybrid module. Compared to the electro-hydraulic system of the last Panamera S E-Hybrid, the decoupler on the new Panamera is actuated electromechanically by an electric clutch actuator (ECA), resulting in even quicker response times. As on the other second-generation Panamera models, a new, extremely quick and efficient Porsche eight-speed Doppelkupplung (PDK) transmission is used to send power to the driven wheels. This transmission replaces the

eight-speed automatic transmission using a torque converter on the previous Panamera S E-Hybrid. The electric motor is powered via a liquid-cooled lithium-ion battery and despite the fact that the energy content of the battery (which is integrated under the luggage compartment floor) has been increased from 9.4 to 14.1 kWh, its weight has remained the same.

The high-voltage battery takes 12.5 hours to fully charge via a conventional 120 V, 10 A connection with the standard 3.6 kW charger. If the car is equipped with the optional 7.2 kW on-board charger and a 240 V, 40 A connection is used, the battery can be fully charged in just 2.4 hours. The charging process can also be started using a timer via Porsche Communication Management (PCM) or the Porsche Car Connect app (for smartphones and Apple Watch). Furthermore, the Panamera 4 E-Hybrid comes standard with auxiliary air conditioning to cool or heat the passenger compartment during the charging process.

### **Porsche Advanced Cockpit with hybrid-specific displays**

One highlight of the second-generation Panamera is the standard Porsche Advanced Cockpit which uses touch-sensitive panels and individually configurable displays offering a newly designed control concept. Two seven-inch screens on either side of the analogue tachometer make up the interactive cockpit. Separating itself from other Panamera variants, the Panamera 4 E-Hybrid features a power meter tailored specifically to hybrid operation.

The intuitive operating principle of the hybrid-specific displays is similar to that used in the Porsche 918 Spyder super sports car. The power meter provides data such as the amount of electrical energy currently being used as well as that recovered through recuperation.

A 12.3-inch touchscreen functions as a central PCM control and display unit. The driver can access various items of hybrid-specific information on the dash and in the instrument cluster. The boost assistant and hybrid assistant are both practical and informative. The boost assistant shows the energy available for boosting, while the hybrid assistant provides various pieces of information for regulating the power provided by the electric drivetrain.

### **Ultimate efficiency in “Hybrid Auto” mode**

The Sport Chrono Package including the mode switch integrated into the steering wheel is standard on the Panamera 4 E-Hybrid. The mode switch and the Porsche Communication Management system are used to activate the various driving modes. These modes include the “Sport” and “Sport Plus” modes familiar from the other Panamera models equipped with Sport Chrono Package. The hybrid-specific modes are “E-Power”, “Hybrid Auto”, “E-Hold” and “E-Charge”.

The Panamera 4 E-Hybrid always starts in the purely electric “E-Power” mode. The “Hybrid Auto” mode is a completely new development. When this mode is selected, power distribution between the electric motor and the combustion engine is adapted automatically for ultimate efficiency depending on the specific driving situation.

The “E-Hold” mode allows drivers to conserve the current state of charge to enable them to switch to electric mode to remain locally emissions free in an environmental zone at their destina-

tion, for example. In “E-Charge” mode, the battery is charged by the V6 engine. To achieve this, the combustion engine generates a higher level of power than is actually needed for driving.

The highest level of performance is made available in the “Sport” and “Sport Plus” modes. The V6 twin-turbo is active continuously in these modes. In “Sport” mode, the battery charge is always maintained at a minimum level to ensure there are sufficient e-boost reserve capacities when needed. “Sport Plus” mode is all about maximum performance and allows the Panamera to reach its top track speed of 172 miles per hour. This mode also recharges the battery as quickly as possible with the help of the V6 twin-turbo engine.

## The new Porsche Panamera Executive models

### **Lounge-style rear passenger compartment for maximum comfort**

An Executive version has been available since the first generation of the Porsche Panamera. Similar to its predecessor, the new Porsche Panamera Executive features a 5.9 inch (150 millimeter) longer wheelbase, stretching it to 120 inches (3100 millimeters). This increases the overall length of the sedan from 198.8 to 204.7 inches. As a result, the interior benefits from a more exclusive lounge-like rear passenger compartment offering up to 4.3 inches (110 millimeters) more legroom and a 1.5 inch (40 millimeter) greater backrest angle.

The design of the long-wheelbase Panamera is just as exclusive and powerful as that of the shorter version. Both were developed under the direction of Porsche's head of exterior design, Peter Varga. As a result, the Panamera Executive is not an extended model created as an afterthought, but a second body style designed in harmony with its shorter counterpart. The wheelbase extension is concentrated on the rear doors and the roof line has been modified as a result. The stretched lateral window line is particularly striking and gives the Panamera Executive an elegant appearance. The doors benefit from the same 5.9 inch (150 millimeter) extension as the wheelbase, providing an even easier entry and exit for rear passengers. Furthermore, the rear seats feature a greater range of adjustment to provide maximum comfort.

### **Extended and individualized equipment for all Executive models**

In addition to the longer wheelbase, the four Executive models Panamera 4, Panamera 4 E-Hybrid, Panamera 4S and Panamera Turbo are distinguished by the extended range standard equipment. On the outside, the Executive models are identified by elegant embellishments, which are exclusive to these vehicles: On either side, there is a high-gloss silver strip in the door sills complemented by matching air outlet trims in the front fenders. The front features a decorative strip on the air intake, also in high-gloss silver. Additionally, the Porsche Panamera Executive models feature the "Executive" logo on the D-pillars.

Like all Panameras the U.S., the Panamera Executive models come standard with a transparent panoramic roof. With a length of 70 inches (1780 millimeters) and width of up to 47.2 inches (1200 millimeters), it is the largest glass roof ever to be featured on a Porsche. The front section of the roof can be raised and fully opened. The transparent roof can also be covered with two retractable screens.

In addition to the panoramic roof, all four Executive models benefit from adaptive air suspension with three-chamber technology including Porsche Active Suspension Management (PASM). The extended level of standard equipment includes comfort seats with multi-way electrical adjustment and comfort headrests in the rear, heated front and rear seats and a roll-up sunblind behind the headrests in the rear. An optional massage function is also available for all four seats. Ten air cushions in each backrest provide a relaxing massage at the touch of a button, with a choice of five programs and five levels of intensity.

The standard equipment of the Panamera 4S Executive and the Panamera Turbo Executive is even more comprehensive. These models feature rear-axle steering developed specifically for the

Panamera, Power Steering Plus, and soft-close doors with an automatic closing mechanism. As the top model of the range, the Panamera Turbo Executive also comes with standard four-zone climate control. As an exclusive option for the Executive models, customers can order a large rear center console.

In spite of the extended wheelbase and the resulting 187 pound increase in vehicle weight, the Executive models offer virtually the same excellent performance figures as the standard-length Panamera models.

An overview of the performance figures for the Executive models is provided below (top track speed/acceleration from 0 to 60 miles per hour without/with Sport Chrono Package including Launch Control):

Panamera 4 Executive: 162 miles per hour; 0-60 mph in 5.3 s/5.1 s  
Panamera 4 E-Hybrid Executive: 172 miles per hour; 0-mph in 4.5 s  
Panamera 4S Executive: 179 miles per hour; 0-60 mph in 4.3 s/4.1 s  
Panamera Turbo Executive: 190 miles per hour; 0-60 mph in 3.7 s/3.5 s

### **Porsche Rear Seat Entertainment with high-end tablets**

A highlight for all Panamera models is the newly developed Porsche Rear Seat Entertainment (RSE). Particularly in the case of the Executive models used for chauffeuring purposes, the outstanding connectivity of the Rear Seat Entertainment means that passengers benefit from a convenient high-tech workplace. On longer trips, younger passengers will be delighted by the multi-functional features of the optional system.

At the heart of the Porsche Rear Seat Entertainment are two 10.1-inch touchscreens. These high-resolution, non-reflecting screens (1920 × 1200 pixels) attach to the backrests of the front seats and can also be used outside the Panamera. The displays are two fully functional tablets with a robust, high-quality design tailored to match the interior of the Panamera.

The Panamera Rear Seat Entertainment uses the Android operating system. It features 32 GB of internal flash memory, which can be extended by means of a micro SD card. The touchscreens also feature a camera to conduct video calls and chats. Speakers integrated in the touchscreens, the vehicle sound system or Porsche Bluetooth® headphones play back sound.

A wide range of digital sources can be used: PCM media can be accessed via the SD card, Jukebox, CD/DVD drive and USB stick. Rear passengers can also control the radio and optional TV tuner. Vehicle data can also be displayed, as well as the current navigation route with corresponding additional information. The Porsche Rear Seat Entertainment can also be used to enter the destination for the navigation system of the Porsche Communication Management (PCM). Since the rear passengers can access the full content of the Google® Play Store, the functional scope of the Rear Seat Entertainment is virtually unlimited.

The Rear Seat Entertainment is controlled via the touchscreens, or alternatively via the PCM from the front seats. In most cases, the rear passengers will operate the system via the touchscreen.



As is customary for Porsche, the operation of the Porsche Rear Seat Entertainment is simple and self-explanatory. A single touch on the central home button at the bottom of the screen takes the user back to the main menu from any submenu. A vertical toolbar on the left of the display is used to access the MEDIA, SOUND, NAV, APPS, CAR and SETTINGS menus. Freely configurable tiles allow users to create their own individual layout for the displayed information. For example, a single screen can accommodate the media player, a selection of circular instruments (such as engine speed, vehicle speed and compass), Internet and maps of the navigation system – all thanks to the various different tiles.

### **Sport Design package available for all Panamera vehicles**

Like on all current Panamera models, Porsche also offers an exclusive Sport design package for the new Executive models. It includes an individually designed Sport design front end painted in the vehicle color with black air intakes and C-blades, Sport design side skirts and a Sport design rear fascia painted in the exterior color with a black rear diffuser. The black elements can be ordered in a satin or high-gloss finish. The front license plate holder is painted to match the exterior color. The Sport Design side skirts are also available separately.

More power, greater efficiency

**The Panamera and Panamera 4 with new three-liter V6 turbo engine**

The newly designed three-liter V6 engine completes the range of Panamera engines. On the Panamera, the six-cylinder engine powers only the rear wheels, while the Panamera 4 is equipped with all-wheel drive. In all models, the engine is paired with a quick shifting eight-speed Porsche Doppelkupplung (PDK) dual-clutch transmission. Like all other Panamera engines, this V6 is also a turbo engine with direct fuel injection. It develops 330 hp between 5400 and 6400 rpm, representing a 20 hp increase over the naturally aspirated 3.6 liter engine used in the previous model. Using a single turbocharger, it delivers 331 lb.-ft. of torque from just 1340 rpm, offering 36 lb.-ft. of torque more than the predecessor. The V6 turbo power plant is much more responsive than the naturally aspirated V6 engine it replaces.

An overview of the figures for the new Panamera models is provided below (top track speed/acceleration from 0 to 60 miles per hour without/with Sport Chrono Package including Launch Control)

Panamera: 164 miles per hour; 0-60 mph in 5.4 s/5.2 s.

Panamera 4: 162 miles per hour; 0-60 mph in 5.2 s/5.0 s

**Exterior equipment with 19-inch wheels and LED headlights**

The new Porsche Panamera and Panamera 4 feature high-gloss black air intake covers in the front fenders and black brake calipers behind the standard 19-inch wheels. The standard equipment also includes matte black side window strips, LED headlights, four-point LED daytime running lights, LED front light modules with position lights and indicators, a driving light assistant with Welcome Home feature, three-dimensional LED tail lights with four-point brake lights, a full-length light strip at the rear and ambient lighting in the mirror housings.

Standard exterior equipment also includes a rain sensor for the front windshield wipers and an electrically opening and closing tailgate. In addition, the front and rear of the vehicle are equipped with ParkAssist, which provides visual and acoustic warnings of obstacles encountered when parking.