Porsche launches new Panamera models

20/10/2020 Porsche is completing the product line-up for the new Panamera with models that include a 514 kW / 700 PS* (horsepower), 870 Nm flagship.

The new Panamera Turbo S E-Hybrid is now the most powerful variant in the completely revamped product line, combining a 420 kW / 571 PS* (horsepower), four-litre biturbo V8 with a 100 kW / 136 PS* (horsepower) electric motor. Its all-electric range has been increased thanks to a new 17.9 kWh battery and optimised driving modes.

This also applies to the new Panamera 4 E-Hybrid, where the electric motor is complemented by a 243 kW / 330 PS* (horsepower) 2.9-litre biturbo V6, resulting in a system power output of 340 kW / 462 PS* (horsepower).

The Panamera portfolio benefits from all the optimised features of the latest model enhancement in terms of chassis, design, equipment and infotainment.

Hybrid trio with improved electric driving experience

Alongside the recently unveiled new Panamera 4S E-Hybrid, which boasts a system power output of 412 kW / 560 PS* (horsepower), Porsche is now offering three Panamera plug-in hybrid models for the first time –available across all body variants of sports sedan, Executive (long-wheelbase version) and Sport Turismo.

Porsche is therefore systematically extending its E-Performance strategy. At the heart of the drive architecture is the electric motor, which is integrated into the eight-speed dual-clutch transmission (PDK) and still produces a power output of 100 kW / 136 PS* (horsepower) and maximum torque of 400 Nm. Together with the different combustion engines offered, this makes for outstanding driving performance.

In combination with its standard Sport Chrono package, and powered by a four-litre V8 biturbo engine that now delivers 420 kW / 571 PS* (horsepower) instead of 404 kW / 550 PS* (horsepower), the new Panamera Turbo S E-Hybrid accelerates from zero to 100 km/h in 3.2 seconds – 0.2 seconds faster than its predecessor. It reaches a top speed of 315 km/h, which represents an improvement of 5 km/h. The Panamera 4 E-Hybrid takes just 4.4 seconds (-0.2 s) to reach 100 km/h from a standing start on its way to a top speed of up to 280 km/h (+2 km/h).

The new Panamera Turbo S E-Hybrid

The gross capacity of the high-voltage battery has been increased from 14.1 to 17.9 kWh, thanks to the use of optimised cells, and the driving modes have been adapted for even more efficient energy utilisation. As a result, the new Panamera Turbo S E-Hybrid and Panamera 4 E-Hybrid will have improved all-electric range and can be driven with zero local emissions^*. The Porsche plug-in hybrid models are preferably charged at home – either via a standard domestic outlet or a power socket. A model-specific charging capacity of up to 7.2 kW is possible with the standard Porsche Mobile Charger. Charging is also possible at Porsche Destination Charging stations and public charging points using a Mode 3 cable.

The new Panamera 4 E-Hybrid

Visually sharpened with even better connectivity

The newly designed front end of the Panamera Turbo S E-Hybrid is differentiated by its dual C-shaped Turbo front light modules as well as its larger side air intakes. The revamped light bar at the rear now runs seamlessly over the luggage compartment lid with an adapted contour. The options available include darkened Exclusive Design tail light modules with dynamic Coming/Leaving Home animation, three new 20- and 21-inch wheels and two new exterior colours (Cherry Metallic and Truffle Brown Metallic).

The Porsche Communication Management (PCM) features higher display resolution and includes additional digital functions and services such as the improved Voice Control, real-time traffic information and satellite maps, wireless Apple® CarPlay and other Connect services#.

Interior of the new Panamera models

More performance, more comfort

The chassis and control systems have been tuned for sportiness and comfort in all new Panamera models. A new generation of steering control system and new tyres ensure improved lateral dynamics and greater precision.

The flagship Panamera Turbo S E-Hybrid comes as standard with all currently available chassis and control systems such as the Porsche Dynamic Chassis Control Sport (PDCC Sport) electric roll stabilisation system, which includes Porsche Torque Vectoring Plus (PTV Plus), rear axle steering with Power Steering Plus as well as the Porsche Ceramic Composite Brake (PCCB) system.

Additional Australian standard equipment on the new Porsche Panamera E-Hybrid models

Porsche Cars Australia has added the following equipment as standard over and above the previous generation model:

- **LED matrix headlights including PDLS Plus** on the Panamera 4 E-Hybrid models (feature already an Australian standard on Turbo S E-Hybrid model)
- **Power steering Plus** on the Panamera 4 E-Hybrid models (feature already a global standard on Turbo S E-Hybrid model)
- **Seat ventilation (front)** on the Panamera 4 E-Hybrid models (feature already a global standard on Turbo S E-Hybrid model)
- **Lane Change Assist** on the Panamera 4 E-Hybrid models (feature already an Australian standard on Turbo S E-Hybrid models)
- **Head-up display**on the Panamera 4 E-Hybrid models (feature already a global standard on Turbo S E-Hybrid model)
- **Soft-close doors** on the Panamera 4 E-Hybrid models (feature already an Australian standard on Turbo S E-Hybrid models)
- **Ioniser** on the Panamera Turbo S E-Hybrid model
- **18-way Adaptive sport seats with memory package** on the Panamera Turbo S E-Hybrid model

The new Porsche Panamera E-Hybrid models are available to order now and are scheduled to arrive in Australia in Q1 2021.

The new Porsche Panamera E-Hybrid models: Australian Pricing

Panamera 4 E-Hybrid	$ 245,900^
Panamera 4 E-Hybrid Executive	$ 255,400^
Panamera 4 E-Hybrid Sport Turismo	$ 253,200^
Panamera Turbo S E-Hybrid	$ 420,800^

Link Collection

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