The new Porsche Panamera – best in class performance and a new hybrid model

26/08/2020 A unique symbiosis of contrasts: the new Porsche Panamera now covers an even wider spectrum combining the performance of a sports car with the comfort of an exclusive sedan.

The new Panamera Turbo S betters the performance figures of the previous Panamera Turbo by a wide margin**. With 463 kW / 630 PS* (horsepower), the top-of-the-range model successfully supports its claim to deliver best-in-class performance.

Porsche also continues to pursue its E-Performance strategy. The Panamera 4S E-Hybrid is a new addition to the range of plug-in hybrids, offering a completely new drive system, with a system output of 412 kW / 560 PS* (horsepower). Compared with the previous hybrid models, the all-electric driving range has been boosted by up to 30 per cent. Comfort and sportiness both benefit from enhanced chassis components and control systems in combination with the new-generation steering control and tyres.

The new Panamera Turbo S

Turbo S: from zero to 100 km/h in 3.1 seconds

With a power output of 463 kW / 630 PS* (horsepower) and a torque of 820 Newton metres, the new Panamera Turbo S offers 59 kW / 80 PS* (horsepower) more power and 50 Nm more torque than the previous Panamera Turbo (with combustion engine).

This has a very positive effect on driving performance: in Sport Plus mode, the Turbo S model accelerates from 0-100 km/h in just 3.1 seconds.

Developed in Weissach and built in Zuffenhausen, the familiar four-litre V8 bi-turbo engine has been comprehensively overhauled to enable the car to achieve a top speed of 315 km/h.

In order to transfer the enormous power to the road in a controlled manner and maximise cornering performance, the three-chamber air suspension, the Porsche Active Suspension Management (PASM) and the roll stabilisation system Porsche Dynamic Chassis Control Sport (PDCC Sport) including Porsche Torque Vectoring Plus (PTV Plus) have been customised to each specific model and optimised accordingly.

The new Panamera Turbo S has already proven its uncompromising performance capability on the legendary Nürburgring Nordschleife: test driver Lars Kern completed the 20.832 kilometre-long lap on the most demanding race track in the world in exactly 7:29.81 minutes – the new official record in the 'Executive Cars' class.

Increased sportiness and comfort thanks to optimised chassis systems

The V8 bi-turbo engine in the Panamera GTS was optimised with a specific focus on its power delivery. With 353 kW / 480 PS* (horsepower) and 620 Nm of torque, the new Panamera GTS delivers 15 kW / 20 PS* (horsepower) more power than its predecessor.

The power output continuously increases up to the engine speed limit. The power delivery is therefore resembling a classic sports car with naturally aspirated engine.

The traditional V8 sound characteristics are even more prominent than before thanks to the new standard sports exhaust system featuring asymmetrically positioned rear silencers.

The new Panamera and Panamera 4 are now equipped with the familiar 2.9-litre V6 bi-turbo engine in all markets worldwide. The engines in these models continue to produce 243 kW / 330 PS* (horsepower) of power and and 450 Nm of torque.

The chassis and control systems have been geared towards a sporty and comfortable character for all new Panamera models.

Some systems have even been applied completely from scratch. For example, the revamped Porsche Active Suspension Management (PASM) system results in a noticeable improvement in damping comfort, while the control of the electric roll stabilisation system Porsche Dynamic Chassis Control Sport (PDCC Sport) ensures improved body stability. There is also a new equipment generation for the steering control and tyres.

4S E-Hybrid with 17.9 kWh battery

Porsche is presenting another performance-oriented plug-in hybrid model with the new Panamera 4S E-Hybrid.

The intelligent combination of the 100 kW / 136 PS* (horsepower) electric motor integrated into the eight-speed dual-clutch PDK transmission and the 2.9-litre V6 bi-turbo engine with 324 kW / 440 PS* (horsepower) generates a system output of 412 kW / 560 PS* (horsepower) and a maximum system torque of 750 Nm.

The performance figures are impressive: combined with the standard Sport Chrono Package, 0-100 km/h is covered in 3.7 seconds.

The top speed is 298 km/h. The gross battery capacity is increased from 14.1 to 17.9 kWh compared with the previous hybrid models using optimised cells, and the driving modes have been optimised for even more efficient energy utilisation.

Sharper visual appearance for greater presence

In addition to the sports sedan, the new Panamera models can also be ordered as Sport Turismo or Executive with lengthened wheelbase. Depending on the drive system, the previously optional Sport Design front end with striking air intake grilles, large side cooling openings and a single-bar front light module is now standard.

The completely new front end of the Panamera Turbo S is differentiated by the larger side air intakes and newly designed elements in the exterior colour, which are connected horizontally and thus emphasise the width of the vehicle. The light modules of the dual Turbo front lights are now set much further apart.

The revamped light strip at the rear now runs seamlessly over the luggage compartment lid with an adapted contour, providing a continuous and flowing connection between the two newly designed LED tail light clusters.

GTS models sport the new darkened Exclusive Design tail light clusters as standard with dynamic coming/leaving home function.

Three new 20- and 21-inch wheels have been added to the wheel range, so that a total of 10 different designs are now available.

Digital connectivity and assistance systems for safety and comfort

The Porsche Communication Management (PCM) includes additional digital functions and services such as the Navigation and Infotainment Package featuring Real-time Traffic Information and Online Map Updates, Porsche Connect App support as well as wireless Apple® CarPlay.

The Panamera also offers an extensive range of innovative light and assistance systems as standard, such as Lane Keeping Assist, as well as Australian-specific standard equipment including adaptive cruise control, Lane Change Assist, LED matrix headlights including PDLS Plus, Park Assist including Surround View and head-up display.

The interior of the new Panamera

Additional Australian standard equipment on the new Porsche Panamera

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

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

The new Porsche Panamera is available to order now and will arrive in Australia from December 2020.

The new Porsche Panamera: Australian Pricing

Panamera	$ 199,500^
Panamera 4Panamera	$ 209,700^
4 Executive	$ 219,200^

Panamera 4 Sport Turismo	$ 217,000^
Panamera 4S E-Hybrid	$ 292,300^
Panamera GTS	$ 309,500^
Panamera GTS Sport Turismo	$ 316,800^
Panamera Turbo S	$ 409,500^

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