

Product Highlights: Porsche Panamera – More digital, more luxurious, more efficient

03/06/2024 The third generation of the Panamera sporting luxury sedan is characterised by a wider range of digital features, a fresh and expressive design, and a broader spectrum between dynamic performance and driving comfort.

Australian model series

The third generation Panamera model range comprises four separate model variants:

- Panamera
- Panamera 4 E-Hybrid
- Panamera 4S E-Hybrid

- Panamera Turbo E-Hybrid

Powertrains

Porsche has emphasised efficiency and performance with the new-generation Panamera range.

At the heart of the powertrain options in the new Panamera range are two refined and compelling combustion engines.

In the Panamera 4 E-Hybrid, 4S E-Hybrid and Turbo E-Hybrid, these petrol engines are combined with a new electric motor deeply integrated into the design of the gearbox.

The Australian Panamera model range offers three powertrain output options, summarised by model variant below:

- Panamera:

- 2,894 cm^3 V6 twin-turbo petrol engine
- Rear-wheel drive

Modifications have been made to the 2.9-litre V6 turbo engine to boost pressure, fuel injection flow rate and ignition timing, resulting in 17 kW of extra power compared to the previous generation Panamera.

A newly developed sports exhaust system optionally intensifies the charismatic sound of the six-cylinder engines.

- Maximum power: 260 kW at 5,400 – 6,700 RPM
- Maximum torque: 500 NM at 1,900 – 4,800 RPM

- Panamera 4 E-Hybrid:

- 2,894 cm^3 V6 twin-turbo petrol engine + electric motor
- All-wheel drive

Power:

- Maximum power (combustion engine): 224 kW at 5,400 – 6,700 RPM
- Maximum power (electric motor): 140 kW at 3,200 RPM
- Maximum power (combined): 346 kW at 5,400 – 6,800 RPM

Torque:

- Maximum torque (combustion engine): 420 Nm at 1,900 – 4,800 RPM
- Maximum torque (electric motor): 450 Nm at 700 – 2,971 RPM
- Maximum torque (combined): 650 Nm at 1,000 – 5,000 RPM

- Panamera 4S E-Hybrid:

- 2,894 cm^3 V6 twin-turbo petrol engine + electric motor
- All-wheel drive

Power:

- Maximum power (combustion engine): 260 kW at 5,400 – 6,700 RPM
- Maximum power (electric motor): 140 kW at 3,200 RPM
- Maximum power (combined): 400 kW at 5,400 – 6,800 RPM

Torque:

- Maximum torque (combustion engine): 500 Nm at 1,900 – 4,800 RPM
- Maximum torque (electric motor): 450 Nm at 700 – 2,971 RPM
- Maximum torque (combined): 750 at 1,000 – 5,000 RPM

- Panamera Turbo E-Hybrid:

- 3,996 cm^3 V8 twin-turbo petrol engine + electric motor
- All-wheel drive

New monoscroll turbochargers shorten the time it takes to warm the exhaust catalytic convertors so

they reach full performance faster.

Combustion chamber pressure has been raised to 140 bar to shorten the warm-up phase for better emissions performance.

Cylinder deactivation has been replaced by adjustable valve lift control to optimise combustion efficiency.

Power:

- Maximum power (combustion engine): 382 kW at 6,000 RPM
- Maximum power (electric motor): 140 kW at 3,200 RPM
- Maximum power (combined): 500 kW at 5,500 – 6,800 RPM

Torque:

- Maximum torque (combustion engine): 770 Nm at 2,300 – 4,000 RPM
- Maximum torque (electric motor): 450 Nm at 700 – 2,971 RPM
- Maximum torque (combined): 930 Nm at 1,600 – 4,900 RPM

E-performance: Optimised plug-in hybrid technology

Hybrid-powered model variants in the new Panamera range combine their petrol combustion engine with an electric motor.

This electric motor is deeply integrated into the design of the gearbox instead of being a separate component.

The electric motor is an internal rotor and delivers more instantaneous and dynamic response. Its design reduces inertia by 50 per cent, enhancing throttle response.

This design dispenses with a conventional electric motor housing, saving around five kilograms.

The electric motor's efficiency has been improved by the use of integrated oil cooling from the transmission (instead of water cooling), optimising the motor's heat output, drive performance and recuperation.

The Panamera Turbo E-Hybrid recuperates up to 88 kW of power (+19 kW over the previous model.). When decelerating, the vehicle's energy recuperation operates at as low as two km/h.

The powertrain prioritises the electric motor over the combustion engine. This means the electric motor drives the car by default and the petrol engine is engaged when needed.

Compared to the previous generation, all Panamera E-Hybrid models offer a greater electric range, faster charging speed, better throttle response and better driving performance.

There are four optimised E-Hybrid-specific drive modes that optimise energy efficiency. There are also improved Sport and Sport Plus modes.

E-Power mode: The vehicle starts in purely electric mode.

Hybrid Auto mode: This mode is engaged when the battery state of charge falls below a certain level.

E-Hold mode: Preserves the battery's current state of charge.

E-Charge mode: Uses the combustion engine to recharge the battery above 55 km/h.

Sport mode and Sport Plus mode: Reduces the target state of charge of the battery to 20 and 30 per cent respectively (previously 30 and 80 per cent). This increases efficiency without sacrificing performance.

Active route guidance in Hybrid Auto mode optimises electrically driven distances in city traffic.

The new Panamera Turbo E-Hybrid has an all-electric driving range of up to 92 kilometres.

High-voltage battery

At 25.9 kWh (gross), the new temperature-controlled high voltage lithium-ion battery provides around 45 per cent more capacity in a comparable space (compared to the previous model Panamera).

The high-voltage battery is integrated into the rear of the car.

A new 11 kW On-Board-AC-charger shortens the charging time to two hours and 39 minutes (at 11 kW, 0 – 100 per cent charge.)

The plug-in battery recharging port is located on the left-rear of the E-Hybrid Panamera models.

Transmission: 8-speed automatic

The new Panamera range is equipped with a new **8-speed PDK**(Porsche Doppelkupplung, German for 'double coupling') dual-clutch automatic transmission as standard equipment.

This new transmission improves interaction with the engine and delivers fast and smooth gearshifts.

The **entry-grade Panamera** uses a **rear-wheel drive** format.

All **E-Hybrid model variants** use an **all-wheel drive** format.

Drivers have the option to use the steering wheel-mounted gear shift paddles to manually change gears.

Chassis

Suspension design: The new Panamera uses an aluminium double-wishbone front suspension and an aluminium multi-link rear design.

The new **entry-grade Panamera** is equipped with newly developed two-chamber air suspension and adaptive dampers to independently adjust compression and rebound for enhance ride comfort and handling.

The **new Panamera E-Hybrid models** are optionally available with a new premium suspension system called **Porsche Active Ride**.

Porsche Active Ride uses active two-valve shock absorbers and single-chamber air springs to actively and rapidly regulate the forces encountered at each individual damper.

The **major benefit of Porsche Active Ride** is a unique driving experience across the entire spectrum of dynamic behaviour, from the gliding comfort of a luxury sedan to the direct responsiveness of a sports car.

The dampers in Porsche Active ride are **each connected to an electrically driven hydraulic pump** that regulate the volume flow to manage compression and rebound via pistons that operate at lightning speed.

Because **the dampers can change their settings up to 13 times every second**, the wheels accurately follow the contours of the road and correct for its unevenness.

Porsche Active Ride **replaces the need to conventional stabiliser bars** ('sway bars').

The new dampers mean **single-chamber air springs are now used**, replacing the previous Panamera's three-chamber air springs.

Porsche Active Ride offers these functions:

- **Body control:** It counters the vehicle's natural pitching and rolling movements to keep it level in all situations.
- **Insulation against uneven surfaces:** Occupants feel very little body movement thanks to Porsche Active Ride's ability to detect and balance road bumps.
- **Dynamic wheel load distribution:** Porsche Active Ride dynamically adjusts the setting of the springs and dampers to any given driving situation.
- **Dynamic ground clearance:** The system lowers the body of the Panamera during high-performance driving situations.
- **Active cornering dynamics:** The Panamera can mimic the effect of cornering on a banked curve by overcompensating for pitch and roll during high-performance driving, reducing the effects of cornering on occupants.
- **Comfort entry and Smart Lift:** Porsche Active Ride can lift the Panamera to make it easier to enter and exit the car and to navigate obstacles such as steep driveways.

Rear-axle steering is fitted as standard to the Panamera Turbo E-Hybrid and is optionally available on all other model grades. It provides controlled steering interventions using the rear wheels for more agile handling at lower speeds and enhanced stability at higher speeds.

Brakes

A **new electric brake booster enhances** brake pedal characteristics in the new Panamera. Drivers enjoy improved brake pedal feel and brake precision underfoot.

The Panamera E-Hybrid models now deliver a **smoother transition**between energy regeneration when braking (to replenish the high-voltage battery) and the effect of friction braking (to slow and stop the vehicle).

The brake sizes and configurations used on each new Panamera model variant are summarised below:

- Panamera:

Front brakes:

- 360 mm diameter discs (36 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

Rear brakes:

- 330 mm diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

- Panamera 4 E-Hybrid:

Front brakes:

- 390 mm diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

Rear brakes:

- 365 mm diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Black in colour)

- Panamera 4S E-Hybrid:

Front brakes:

- 410 mm diameter discs (38 mm thickness), internally vented
- Six-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

Rear brakes:

- 365 mm diameter discs (28 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

- Panamera Turbo E-Hybrid:

Front brakes:

- 420 mm diameter discs (40 mm thickness), internally vented
- 10-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

Rear brakes:

- 380 mm diameter discs (30 mm thickness), internally vented
- Four-piston Aluminium monobloc fixed-caliper brakes (Red in colour)

An electric parking brake is fitted as standard across the range.

Wheels and tyres

Porsche is offering the new Panamera with new wheel designs.

Wheel styles:

The Panamera and Panamera 4 E-Hybrid are equipped with 20-inch Panamera Turbo wheels.

The Panamera 4S E-Hybrid is fitted with 20-inch Panamera AeroDesign wheels.

The Panamera Turbo E-Hybrid comes with 21-inch Panamera Sport Design wheels.

The Panamera Turbo E-Hybrid is also available with 21-inch Panamera Turbo S wheels with a centre lock, the first time a centre-lock wheel has been available for the Panamera.

Wheel sizes: Wheel sizes are summarised by model grade, below:

- **Panamera: Front**: 9J x 19 ET64 with 265/45 ZR19 tyres **Rear**: 10.5J x 19 ET62 with 295/40 ZR19 tyres

- **Front**: 9J x 19 ET64 with 265/45 ZR19 tyres
- **Rear**: 10.5J x 19 ET62 with 295/40 ZR19 tyres

- **Panamera 4 E-Hybrid and Panamera 4S E-Hybrid: Front**: 9.5J x 20 ET71 with 275/40 ZR20 tyres **Rear**: 11.5J x 20 ET68 with 315/35 ZR20 tyres

- **Front**: 9.5J x 20 ET71 with 275/40 ZR20 tyres
- **Rear**: 11.5J x 20 ET68 with 315/35 ZR20 tyres

- **Panamera Turbo E-Hybrid: Front**: 9.5 x 21 ET71 with 275/35 ZR21 tyres **Rear**: 11.5J x 21 ET69

with 325/30 ZR21 tyres

- **Front**: 9.5 x 21 ET71 with 275/35 ZR21 tyres
- **Rear**: 11.5J x 21 ET69 with 325/30 ZR21 tyres

All model grades of the new Panamera come equipped with tyre sealant and an air compressor in place of a spare wheel.

Driving performance

The new generation Panamera range delivers sports car performance thanks to its enhanced powertrains and advanced suspension hardware and kinematics.

Pamamera:

- 0 – 100 km/h: 5.1 seconds (4.8 seconds with the optional Sport Chrono package)
- Top speed: 272 km/h (on a suitable closed track)

Panamera 4 E-Hybrid:

- 0 – 100 km/h: 4.1 seconds
- Top speed: 280 km/h (on a suitable closed track)

Panamera 4S E-Hybrid:

- 0 – 100 km/h: 3.7 seconds
- Top speed: 290 km/h (on a suitable closed track)

Panamera Turbo E-Hybrid:

- 0 – 100 km/h: 3.2 seconds
- Top speed: 315 km/h (on a suitable closed track)

Body and styling

The new Panamera wears a refined athletic exterior design that gives it a more commanding presence with a fresh, technical and more muscular look.

At the redesigned front, the **headlights that are now steeper**, the **wings are more pronounced** and the **bonnet is more contoured**, giving it a lower appearance.

The **additional air inlet above the front number plate holder** provides increased airflow for the engine.

The Panamera Turbo E-Hybrid is visually differentiated by **precisely crafted Turbo front lights**, vertical bars in the vehicle colour and side airblades.

The standard-fitment **HD-Matrix LED headlights** showcase the signature Porsche four-point lighting graphics.

The side profile of the new Panamera now has a **more striking flyline**. The re-contoured rear window line rises at the rear to clearly identify the Panamera as a sports sedan.

Adding a sense of tautness to the Porsche flyline profile are the **front wings' integrated air outlets**, which are now more flared.

The new Panamera is fitted with **Porsche Active Aerodynamics (PAA) with an adaptive rear spoiler in body colour.** This rear spoiler operates in two ways for all model grades except the Panamera Turbo E-Hybrid, where it operates four ways.

At the rear, the **three-dimensional rear light with integrated signature PORSCHE script**emphasises the width and dynamic look of the new Panamera.

Porsche has **integrated the rear hatch into the C-pillar without a visible gap**.

The **frameless rear window** gives the Panamera a fresh and elegant look.

Sharper tear-off edges on the roof improve aerodynamics and give the car a more athletic look.

The new Panamera is **fitted with the carefully modernised Porsche crest**, which was updated to mark the '75 Years if Porsche Sports Cars' anniversary.

- Panamera Turbo E-Hybrid:

The Panamera Turbo E-Hybrid has a **separate rear bumper with diffuser panels in body colour**.

The two **double tailpipes are finished in bronze** in the left and right edges.

The Panamera Turbo E-Hybrid uses the Turbo-exclusive **Turbonite accent colour** (an elegant and warm grey) for various components, such as the side airblades, side window trims and the Porsche crest on the bonnet.

- Redesigned colour palette:

The new Panamera range offers a **redesigned paint colour palette** divided into four colour schemes for a wider range of 18 colour choices:

- Contrasts: 2 colour options
- Shades: 5 colour options
- Dreams: 6 colour options
- Legends: 5 colour options

Porsche Exclusive Manufaktur also offers a large catalogue of pre-approved Paint to Sample exterior colours.

Innovative lighting technology

The new Panamera range is fitted with **innovative high-performance HD-Matrix LED headlights**.

Their appearance is characterised by **four three-dimensional light modules** which become the characteristic Porsche daytime running lights. For the first time they can now also be seen at night. They are arranged around the central Bi-matrix module for the dipped beam and matrix high beam.

An LED chip combines more than **16,000 individually controllable micro-LEDs** on a surface the size of a thumbnail. For both headlights together, they add up to more than **65,000 LED elements**.

The result is highly flexible high-resolution light distribution that's up to **twice as bright**.

The headlights automatically control illumination of the road according to camera data, chassis sensors, navigation data and vehicle speed.

The car's camera system detects oncoming traffic to ensure optimal road illumination without dazzling other road users. This is also ensured by the high-beam area's 11 separate vertical segments, which can each be illuminated and dimmed according to the driving situation.

Each of the two HD modules in each headlight uses **specifically ground glass to produce different angles of illumination**. The outer HD matrix has a wide-angle lens for wide illumination. The inner HD matrix has a telephoto lens to concentrates light to make it brighter. The light distributed by the two HD Modules overlaps in the centre to combine their effects.

Interior

The new Panamera introduces **Porsche's latest driver-centred control concept**. It is characterised by a fully digital display, versatile individualisation and intuitive operation.

The focus of this new control concept is entirely on the driver's line of sight, which means **all controls crucial to driving are grouped directly around the steering wheel**, making them simpler and quicker to operate.

The **instrument cluster is a freestanding 12.6-inch curved display** divided into three areas. Driving information can be displayed in up to seven different views.

A **Head-Up Display** for the driver is fitted as standard.

The transmission selector lever is located between the instrument cluster and the dashboard.

The Drive Mode selector switch is a rotational dial mounted to the multifunction steering wheel.

The elegant black-panel design of the dashboard has **an integrated 12.3-inch central display**to operate the Porsche Communication Management (PCM) system and the optional 10.9-inch front passenger display.

The louvre-less interior air vents can be programmed using the automatic ventilation modes or adjusted electrically.

The design of the new interior echoes the dynamic new exterior styling.

Modern interior design:

The stylish interior of the new Panamera is distinguished by modern technical details, premium materials and delicate décors.

Emphasising the cabin's width is the steeply rising centre console and black dashboard panel that integrates with the central display and optional passenger display.

For **the first time, Porsche has equipped ambient lighting across the full width of the dashboard**, further emphasising its span.

Newly designed seat surfaces create a clean, sporty and high-quality cabin ambience.

14-way electric Comfort seats with memory package are fitted as standard (Panamera; Panamera 4 E-Hybrid; Panamera 4S E-Hybrid.)

The Panamera Turbo E-Hybrid is equipped with **18-way electric Adaptive Sports seats** with memory package.

Individual rear seats are fitted.

New colour and material options are available for the interior of the new Panamera range. These include **single- and two-tone designs, two Club Leather options**and, for the first time, **a Leather-free option**, which combines Race-Tex with faux leather.

The **Panamera Turbo E-Hybrid** includes various interior accents finished in **Turbonite**. These include the colour of the centre console controls, the accents on the door panels and the Porsche crest on the multifunction GT sports steering wheel.

Porsche Communication Management (PCM)

Powerful hardware matched to significantly more digital and networking options combine to create an intuitive multimedia experience in the new Panamera.

- The 12.3-inch central screen is a high-resolution touchscreen display in full HD. It includes online navigation, mobile phone preparation, voice control and audio interfaces.
- The direct access bar the apps on the home screen can be configured by the user.
- The optional 10.9-inch touchscreen display for the front passenger enables access to navigation and infotainment functions.
- Wireless Apple CarPlay® and Android Auto™: Porsche has deepened Apple CarPlay® integration with the new Panamera to links the user's digital smartphone ecosystem even more closely to the car. (For example, to use Siri® voice service to control the car's air conditioning.)
- The Porsche Connect system offers Navigation Plus with RTTI (real time traffic information), online radio, music streaming Remote Services via the My Porsche App and a wide range of other Porsche Connect Services**. It also offers video streaming for the first time in the Panamera.
- Connect Care, which includes Breakdown Call, online software and map updates, and a digital user manual.
- Smartphone recharging times are reduced thanks to the new 15-Watt wireless charger with cooling function.

- There are also two USB-C fast charging ports in the front centre console and in the rear. There are three 12 V sockets underneath the glove compartment.

The standard-fitment 710-Watt BOSE® surround sound system comprises 14 speakers (including subwoofer) and 14 amplifier channels. It also uses BOSE® Centerpoint® 2 Technology for a surround sound experience and AudioPilot® Noise Compensation Technology to optimise sound in all driving conditions. BOSE® SoundTrue enhancement technology maximises sound quality for compressed file formats such as MP3.

The optional 1,455-Watt Burmester® High-End 3D Surround Sound System comprises 21 individually controlled loudspeakers including a 25 cm/400 Watt active subwoofer with class D digital amplifier.

Assistance and comfort systems

The new Panamera includes with the following advanced equipment:

3D Surround View with Active Parking Support: Gives the driver an aerial view of the Panamera on the PCM screen using cameras around the car. This makes it simpler to visually navigate the Panamera when parking. Active Parking Support automatically detects parking spaces and takes over the steering as well as the forward and backward movement of the vehicle during the parking process when all parameters are fulfilled and the system is initiated by the driver.

Comfort Access: Lets users access the Panamera without active use of the key and includes contactless opening of the tailgate by foot gesture (that is, by sweeping a foot under the centre rear of the car to automatically open the tailgate.)

Head-up Display: Projects relevant driving information on to the section of windscreen in the driver's forward field of view, reducing the need to glance down at the instrument cluster when driving.

Lane Keeping Assist: Helps the driver stay in their traffic lane should they wander from its centre.

Lane Change Assist: Alerts the driver to other vehicles in their blind spots when preparing to change lanes.

New air quality system: Protects occupants from harmful particles and substances using a fine dust filter and the GPS recirculation function, which uses predictive navigation data to automatically activate air recirculation in the cabin. (Standard on Panamera 4S E-Hybrid and Turbo E-Hybrid.)

Adaptive Cruise Control including Traffic Jam Assist: Provides automatic distance control from the vehicle ahead. In dense traffic conditions, such as in a busy CBD, Traffic Jam Assist reduces the inconvenience of slow traffic driving by having the Panamera follow the traffic queue ahead.

By the numbers

1 body style

4 model grades

4 engine output options (depending on model grade chosen)

260 kW / 353 PS* to 500 kW / 680 PS* of maximum power (depending on model grade chosen)

500 Nm to 930 Nm of maximum torque (depending on model grade chosen)

88 kW of power (+19 kW) power recuperation (new Panamera E-Hybrid models only)

2 km/h: the speed from which energy recuperation occurs (new Panamera E-Hybrid models only)

92 km: The all-electric driving range of the new Panamera Turbo E-Hybrid

8-speed PDK (Porsche Doppelkupplung) automatic gearbox; rear-wheel drive for the entry-grade Panamera; all-wheel drive for all other Panamera model grades

1,855 kg – 2,360 kg unladen weight (depending on model grade chosen)

272 km/h – 315 km/h top speed (depending on model grade chosen; on a suitable closed racing circuit)

140 km/h electric-only top speed (new Panamera E-Hybrid models; on a suitable closed racing circuit)

In summary

The new Porsche Panamera range offers a more efficient and connected high-performance sports car experience for up to four people.

Driving dynamics

- Adaptive air suspension with Porsche Active Suspension Management (PASM)
- Porsche Active Ride (optional on Panamera E-Hybrid model grades only)
- Porsche Torque Vectoring Plus (PTV Plus) (standard on Panamera Turbo E-Hybrid, option 4S E-Hybrid)

- Rear-axle steering (standard on Panamera Turbo E-Hybrid)
- Porsche Stability Management (PSM) including ABS anti-lock braking with extended brake functions
- Power steering Plus

Audio and communication

- Porsche Communication Management (PCM) including 12.3-inch touchscreen display in full HD, online navigation, mobile phone preparation, audio interfaces, multi-touch gesture control, Digital radio (DAB+), and configurable direct access bar and user-set positioning of applications on the home screen.
- Porsche Connect with Apple® CarPlay (wireless) and Android Auto™ (wireless), music and video streaming, online radio, remote services and a wide range of other Porsche Connect services.**
- 710-Watt BOSE® Surround Sound system with 14 speakers (including subwoofer), BOSE® Centerpoint® 2 Technology, AudioPilot® Noise Compensation Technology, and BOSE® SoundTrue enhancement technology.

Australian standard specifications

- Panoramic roof system
- Privacy glass
- Lane Change Assist with Rear Assist
- Active Parking Support including 3D Surround View
- Adaptive Cruise Assist including Traffic Jam Assist
- Seat ventilation front
- Side airbags in rear compartment
- Four-zone automatic climate control
- Soft-close doors
- Digital radio
- 14-way Comfort seats including memory package (all model grades except Panamera Turbo E-Hybrid)

- Wide selection of exterior colour options up to the Dream range
- HD-Matrix LED headlights
- Comfort Access
- Head-Up Display
- BOSE Surround Sound System
- 90-litre fuel tank (standard Base)
- 20-inch Panamera Turbo wheel (standard Base and 4 E-Hybrid)
- Ioniser including Carbon fine-dust sensor (standard 4S E-Hybrid and Turbo E-Hybrid
- 21-inch Panamera SportDesign wheels (standard Turbo E-Hybrid)
- Rear-axle steering (standard Turbo E-Hybrid)
- Porsche Torque Vectoring (PTV) Plus (standard Turbo E-Hybrid)
- Electric roll-up sunblind for rear windscreen (standard Turbo E-Hybrid)

Warranty and service pricing

- 3-year / unlimited kilometre new-vehicle warranty
- 1-year / 15,000-kilometre service intervals
- Service pricing varies from state to state due to different labour rates at Official Porsche Centres. For an indication of service pricing please visit the website of your nearest Official Porsche Centre.

Info

More information for consumers: here.

More information for media: here or contact press@porsche.com.au

* PS (Pferdestärke, German for horsepower) is the standard unit used in the European Union to measure the power output of a motor in 'metric horsepower'

The published consumption (l/100km and Wh/km), emissions (g/km) and kilometre (km) range figures are determined by Porsche AG testing in accordance with ADR 81/02 on test vehicles. Actual figures will vary as they are dependent on many factors, including without limitation: individual driving style, road and traffic conditions, environmental conditions, fuel quality, a vehicle's or battery's

condition, load and use. Extra features and accessories (eg: equipment, wheels or tyres used etc.) can change relevant vehicle parameters such as weight, rolling resistance and aerodynamics and can also affect the consumption, emission, range and performance values of a vehicle. CO2 emissions can also be generated at the power source when vehicles are being recharged, unless 100% renewable energy is used. Generally, consumption, emissions, kilometre range and charging times will vary from the published figures in real world Australian driving and charging conditions.

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** The availability of Porsche Connect services is dependent on the availability of wireless network coverage which may not be available in all areas, and may be subject to eventual technology sunset or deactivation, thus nullifying services. The vehicle equipment necessary to use Porsche Connect is only available factory-installed, and cannot be retrofitted. Some functions may require separate subscriptions, or data charges may apply. **Porsche Connect includes a free subscription period of 36 months. An integrated LTE-enabled SIM card with data allowance for use of selected Porsche Connect services will be included. For further information on free subscription periods, follow-on costs and availability of individual services in your country, please visit www.porsche.com/connect or consult your official Porsche Centre.

Image Sublines

Path: media/Images/img_1.jpg
Title: Front45.jpg
Subline: The new Porsche Panamera

Path: media/Images/img_2.jpg
Title: V6 Engine.jpg
Subline: The 260 kW / 500 Nm V6 engine in the new Panamera

Path: media/Images/img_4.jpg
Title: Electric Motor Tubro E-Hybrid.jpg
Subline: The electric motor in the Panamera E-Hybrid model variants

Path: media/Images/img_5.jpg
Title: Turbo E-0Hybrid Powertrain.jpg
Subline: The 500 kW / 930 Nm powertrain in the Panamera Turbo E-Hybrid

Path: media/Images/img_6.jpg
Title: HV System in Turbo E-Hybrid.jpg
Subline: The high voltage electrical system in the Panamera Turbo E-Hybrid

Path: media/Images/img_7.jpg
Title: High Voltage Battery.jpg
Subline: The high-voltage battery in the Panamera E-Hybrid model variants

Path: media/Images/img_8.jpg
Title: 8 Speed Auto.jpg
Subline: The 8-speed PDK automatic transmission

Path: media/Images/img_9.jpg
Title: Air Susp 2 Chhamber 2 Valve.jpg
Subline: The Adaptive Air Suspension system in the new Panamera

Path: media/Images/img_10.jpg
Title: DSC05101.jpg
Subline: The Panamera E-Hybrid models now deliver a smoother transition between energy regeneration and friction braking

Path: media/Images/img_11.jpg
Title: DSC05100.jpg
Subline: The Panamera Turbo E-Hybrid is fitted with 21-inch Panamera Sport Design wheels, shown here in the optional Neodyme finish

Path: media/Images/img_12.jpg
Title: DSC05037.jpg
Subline: The 260 kW twin-turbo V6 engine in the Porsche Panamera: 0 – 100 km/h in 4.8 seconds (with the optional Sport Chrono package)

Path: media/Images/img_13.jpg
Title: DSC05109-Edit.jpg
Subline: The new Panamera wears a refined athletic exterior design

Path: media/Images/img_15.jpg
Title: Turbo E-Hybrid Tailpipes.jpg
Subline: The tailpipes on the Panamera Turbo E-Hybrid have a bronze finish

Path: media/Images/img_16.jpg
Title: HD Matrix LED Headlights.jpg
Subline: Innovative high-performance HD-Matrix LED headlights are fitted to the new Panamera

Path: media/Images/img_17.jpg
Title: DSC05142.jpg
Subline: All controls crucial to driving are grouped directly around the steering wheel

Path: media/Images/img_18.jpg
Title: OPtional Burmester Sound Systems.jpg
Subline: The optional 1,455-Watt Burmester® High-End 3D Surround Sound System comprises 21 speakers

Link Collection

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