Porsche introduces further 2021 Panamera models with up to 689 hp

19/10/2020 Two updated plug-in hybrids debut with greater performance, comfort and battery capacity

Porsche is completing the line-up for the 2021 Panamera with further models that include a 689 hp, 642 lb.-ft. flagship: The new Panamera Turbo S E-Hybrid is now the most powerful variant in the completely revamped model line, and the second most powerful car Porsche currently sells, combining a 563 hp, four-liter twin-turbo V8 with a 134 hp electric motor. Like the recently introduced Panamera 4S E-Hybrid, it is equipped with a new 17.9 kWh battery that is 27 percent more energy dense than before and includes optimized driving modes. This also applies to the new Panamera 4 E-Hybrid, where the electric motor is complemented by a 2.9-liter twin-turbo V6, resulting in a system power output of 455 hp. The 2021 Panamera range is completed by the 4S, which now generates 443 hp and also benefits from all the optimized features of the latest model enhancement in terms of chassis, design, equipment and infotainment, with the added benefit of standard air suspension, which was optional on the previous Panamera 4S.

Trio of hybrid models with further enhanced performance and capability

Alongside the recently unveiled new Panamera 4S E-Hybrid, which develops a system output of 552 hp, Porsche is expanding its E-Performance strategy by offering three Panamera plug-in hybrid models for the first time – each available as a sedan, Executive (long-wheelbase version) and Sport Turismo.

At the heart of the hybrid powertrain is the electric motor, which is integrated into the eight-speed dual-clutch transmission (PDK) and produces an unchanged power output of 134 hp and a maximum torque of 295 lb.-ft. Together with the updated combustion engines offered, this makes for outstanding driving performance. In combination with its standard Sport Chrono package, and a four-liter twin-turbo V8 engine that now puts out 563 hp instead of the previous 550 hp, the new Panamera Turbo S E-Hybrid sedan and Sport Turismo accelerate from 0 to 60 mph in 3.0 seconds, while the Executive takes 3.1 seconds – all 0.2 seconds faster than in previous models. The Turbo S E-Hybrid sedan and Sport Turismo also offer the quickest acceleration from 0 to 124 mph (200 km/h) of any 2021 Panamera at 10.9 seconds. A top track speed of 196 mph for these flagship variants represents an improvement of 4 mph compared to the 2020 Panamera Turbo S E-Hybrid models. The 2021 Panamera 4 E-Hybrid takes just 4.2 seconds (0.2 seconds quicker than the 2020 model) to reach 60 mph from a standing start on its way to a top track speed of up to 174 mph (2 mph higher than 2020 model).

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 optimized cells, and the driving modes have been updated for even more efficient energy utilization. Porsche plug-in hybrid models can be charged at home – either via a standard 120V outlet or a 240V outlet. A model-specific charging capacity of up to 7.2 kW is possible with the standard Porsche Mobile Charger.

The new Panamera 4 E-Hybrid

Sharper design, even better connectivity

The 2021 Panamera 4S now develops 443 hp with its 2.9-liter V6 twin-turbo engine, can accelerate from 0 to 60 mph in 3.9 seconds (0.1 s quicker than previously) with the optional Sport Chrono package. It has a top track speed of 183 mph (4 mph faster than the 2020 Panamera 4S). The 4S benefits from all the optimized features introduced on other 2021 Panamera models, and comes standard with the Sport Design front fascia. This features striking air intake grilles and large side cooling air openings as well as a single-bar front light layout.

The new Panamera 4S

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 tinted Exclusive Design taillights with dynamic Coming/Leaving Home animation, three new 20- and 21-inch wheels and two new exterior colors (Cherry Metallic and Truffle Brown Metallic).

Interior of the new Panamera models

The Porsche Communication Management (PCM) features higher display resolution and includes additional digital functions and services such as the improved Voice Pilot online voice control, wireless Apple® CarPlay and many other Connect services.

Focus on further fine-tuning comfort and handling

The chassis and control systems have been tuned for a compelling balance between agility and comfort in all new Panamera models. A new generation of steering control calibration and new tires improve lateral dynamics further and offer even greater handling precision. The flagship model Panamera Turbo

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

Info

The new Porsche Panamera models will be available to order starting early next year, and are expected to arrive at U.S. dealers in the course of Spring 2021. Pricing will be announced once order availability starts.

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