

Digital, more luxurious, more efficient: the new Panamera

24/11/2023 Porsche revamps the Panamera: the third generation of the sporty 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.

More powerful E-Hybrid powertrains and a new high-specification suspension system underline the claim to offer one of the most dynamic sedans in the segment.

The Porsche Panamera is entering its third model generation. The sports car manufacturer's luxury sedan emphasises its sporting character with even more powerful drive systems. The profile is enhanced by a fundamentally modernised operating concept and plenty of innovative technology.

These include the new Porsche Active Ride suspension system, which combines a significantly higher level of comfort with the sporty driving characteristics which Porsche is famous for. The integration of the user's own digital ecosystem into the Porsche Communication Management (PCM) offers new ways of interacting with the car. The technical yet elegant, dynamic design of the new Panamera gives the

model line's attractive proportions a fresh update. A fundamentally redesigned, driver-centred interior enhances the driving experience.

Superior feel with state-of-the-art suspension systems

The new Panamera comes with dual-chamber two-valve air suspension with Porsche Active Suspension Management (PASM) as standard. The two-valve technology separates the rebound and compression stages of the damper control and therefore offers an even wider range between comfort and sportiness: the system noticeably dampens impacts from transverse joints and road damage while at the same time ensuring more body stability in dynamic driving situations. The car's handling can be further improved thanks to optional all-wheel steering.

In addition, the innovative Porsche Active Ride active suspension system is available as an option for the E-Hybrid models of the new Panamera. This system surpasses other suspension concepts in all relevant parameters and offers an unprecedented range between driving comfort and driving dynamics. The basis for this is newly developed active shock absorbers – also with two-valve technology – each connected to an electrically operated hydraulic pump.

This generates a volume flow in the damper according to demand and can therefore build up forces between the body and wheels in a lightning-fast, highly precise and targeted manner, which counteract and almost completely compensate for the forces resulting from the road excitation. A weight-saving single-chamber air-suspension system complements this technology.

The chassis keeps the body of the Panamera flat at all times, even during dynamic braking, steering and acceleration manoeuvres. With a smooth ride, the system absorbs bumps almost completely.

In dynamic driving situations, the Porsche Active Ride suspension system ensures a superb connection to the road thanks to a balanced distribution of wheel loads. If the corresponding mode is activated, the suspension can overcompensate for pitching and rolling tendencies to reduce the acceleration forces on the occupants. In this setting, the new Panamera leans into the corners like a motorcycle would. It pulls the front down when accelerating and the rear when decelerating. When stationary, the Porsche Active Ride suspension system lifts the body to a comfortable entry or exit height.

More E-Performance and comprehensively revamped engines

Porsche offers a total of four efficient E-Hybrid powertrains for the new Panamera, in response to the high demand for this type of drive system. All E-Hybrid variants benefit from greater performance, range and efficiency. The Panamera Turbo E-Hybrid is ready at market launch. The heart of its powertrain is a fundamentally revised four-litre V8 turbo engine.

The output of the newly developed electric motor is 140 kW (190 PS). Together, they create a system

output of 500 kW (680 PS). The system torque reaches an impressive 930 Nm. Porsche integrates the electric motor into the housing of the comprehensively redesigned eight-speed PDK dual-clutch transmission. Dispensing with a separate Emotor housing saves around five kilograms. The integration of the unit into the oil circuit of the transmission also optimises the heat balance of the electric drive unit and allows higher continuous output from the electric motor.

The Panamera Turbo E-Hybrid accelerates to 100 km/h in 3.2 seconds and boasts a top speed of 315 km/h on the racetrack under test conditions. Its battery capacity is now 25.9 kWh. A new 11 kW on-board AC charger shortens the charging time at compatible charging points to 2 hours and 39 minutes*.

The Panamera variants will also be available at the time of the launch. Modifications to boost pressure, fuel injection flow rate and ignition timing optimise the performance of the 2.9-litre V6 turbo engine. It now generates 260 kW (353 PS) and 500 Nm of torque – an increase of 17 kW (23 PS) and 50 Nm compared to its predecessor. This shortens the Panamera's ability to accelerate to 100 km/h to 5.1 seconds and boosts its top speed to 272 km/h on the racetrack.

Luxurious and sporting inside and out

The new Panamera retains the characteristic lines and proportions of the model line. It measures 5,052 mm in length and is 1,937 mm wide and 1,423 mm high. Its fundamentally revamped appearance lends the sports sedan an even more expressive and sporting look.

Up front, an additional air intake above the number plate compensates for the increased air requirement of the drive systems. The redesigned window line in the sideview reinforces the sedan character of the four-door sports car. The outer edges of the rear window are flush with the contour of the body, creating harmonious lines at the rear of the car.

The Porsche Driver Experience cockpit concept features the ideal balance between digital and analogue control elements and positions the input and output elements essential for driving along the driver's axis. The gear selector lever is directly to the right of the steering wheel. The mode switch for the Normal, Sport and Sport Plus driving programs and the assistance control stalks are also directly accessible to the driver. This means that they don't need to take their eyes off the road in order to adjust the drive programs and assistance systems.

An optional passenger display closely integrates the passenger into the driving experience. The 10.9-inch screen displays vehicle performance data on request. It also allows operation of the infotainment system and supports video streaming for the passenger while the car is in motion. In order to avoid distracting the driver, the passenger display cannot be seen from the driver's seat.

A more distinctive Panamera Turbo E-Hybrid

Model variants bearing the Turbo name enjoy a special position at Porsche as the performance flagships. Porsche has strengthened this position in the model line with the Panamera Turbo E-Hybrid. Externally, it is characterised by a distinctive rear apron with painted diffuser panels and a unique front apron in body colour. There are also chrome-plated tailpipes in dark bronze and optional centre-lock wheels, which can also be specified on the Panamera.

The Turbo-exclusive colour Turbonite is used as a contrast on the side window strips and the Turbo logo on the tailgate, as well as in the Porsche crest on the bonnet, wheels and steering wheel. Inside, Turbonite is combined with carbon elements to create a sporty ambience. It can be found, for example, in the central rev-counter in the instrument cluster and as the colour of the controls in the centre console.

Digital experience and new lighting systems

The new Panamera will become an integral part of the driver's digital ecosystem. To log in with their personal Porsche ID, all customers need to do is scan a QR code displayed in the PCM with their smartphone while the vehicle is stationary. Apple CarPlay® and Android Auto enable the linking of compatible smartphones and vehicle data for improved usability.

The integration of vehicle functions from the MyPorsche app into Apple CarPlay® enables optimised operation of digital functions and creates a clearer overview. Functions such as air conditioning, seat massage and ambient lighting can be controlled directly via Apple CarPlay® or with the Siri® voice assistant.

Porsche is also equipping the Panamera models with the high-resolution HD Matrix LED lighting system as standard in Australia, which has more than 32,000 pixels per headlight. It offers completely new lighting features, such as dedicated lane brightening. The illumination range is up to 600 metres.

Available to order now

In Australia, the new Porsche Panamera is available to order now. It offers extended standard equipment compared to its predecessor with two-valve dual-chamber air suspension, driving mode switch on the steering wheel for the Panamera model, a cooled smartphone compartment with inductive charging function and an improved fine dust filter with GPS-supported, automatic air-recirculation function. In Australia, the new Panamera models will be additionally fitted with the following features as standard:

All models

- 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

Select Models

- 14-way Comfort seats including memory package (Panamera only)
- Wide selection of exterior colour options up to the Dream range (Panamera only, already standard on Turbo E-Hybrid)
- HD-Matrix LED headlights (Panamera only, already standard on Turbo E-Hybrid)
- Comfort Access (Panamera only, already standard on Turbo E-Hybrid)
- Head-Up Display (Panamera only, already standard on Turbo E-Hybrid)
- BOSE Surround Sound System (Panamera only, already standard on Turbo EHybrid)
- 21-inch Panamera SportDesign wheels (Turbo E-Hybrid only)
- Rear-axle steering (Turbo E-Hybrid only)
- Porsche Torque Vectoring (PTV) Plus (Turbo E-Hybrid only)
- Ioniser including Carbon fine-dust sensor (Turbo E-Hybrid only)
- Electric roll-up sunblind for rear side windows (Turbo E-Hybrid only)

In Australia, the new Panamera is priced from $227,000. The Panamera Turbo EHybrid starts from $402,300**. Deliveries in Australia are expected to begin during lateQ1 2024.

Porsche produces the new Panamera at its Leipzig factory. The Saxon production site is closely associated with the Panamera: from 2009 to 2016, the first generation of the four-door sports sedan was assembled there while complete production moved to Leipzig in 2016 with the introduction of the second generation. Modifications to accommodate the production of the third generation of the Panamera have been integrated into the plant over the past few months.

Info

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'. Published figures should only be used for the purpose of comparison between vehicles. Information provided and images displayed on this website or links from our website may relate to models, performance characteristics, optional extras and features only available in overseas models of the vehicle and must not be relied upon as they may be unavailable in Australia. Please note, product changes may have been made since the production of any content. Please contact an Official Porsche Centre for specific information on current data, vehicles, performance characteristics, optional extras and features available in Australian delivered vehicles.

* A lithium-ion battery is subject to physical and chemical ageing, as well as wear and tear. This reduces the battery capacity, depending on the usage pattern and environmental conditions, resulting in a reduction in range and an increase in charging times as the battery ages. Due to the effect of temperature on battery and charging performance, as well as battery life, please consider the following when parking, driving and charging your car: If possible, avoid permanent ambient temperatures of over 30°C, such as prolonged parking in direct sunlight. If you cannot avoid ambient temperatures of over 30°C when stationary, connect the vehicle to the mains supply after use and charge the high-voltage battery with AC (alternating current) to a maximum charge status of 85%. If the car is left stationary for more than two weeks, the ambient temperature should, if possible, be between 0°C and 20°C and the battery charge status maintained between 20% and 50% during this time. For the shortest possible charging time, a battery temperature of approx. 30°C to 35°C is ideal. If charging the car on a daily basis, the maximum charge status of the high-voltage battery should be set to approx. 80%.

** Price is the recommended retail price before statutory on-road and dealer delivery charges, which vary from State to State and between dealers. Driveaway pricing available via the Porsche Car Configurator at Porsche.com.au. All prices shown are based on a standard specification vehicle with no optional equipment (unless otherwise selected). Final prices may vary from dealer to dealer and according to individual circumstances. Prices are subject to change without notice. Please contact an Official Porsche Centre to obtain specific information about prices, vehicles and features.

Consumption data

Taycan Turbo S Cross Turismo (Predecessor model)

Taycan Turbo (Predecessor model)

Taycan Turbo Sport Turismo (Predecessor model)

Cayenne Turbo E-Hybrid Coupé with GT Package (WLTP)*: Fuel consumption weighted combined: 5.1 – 4.9 l/100 km; Fuel consumption with depleted battery combined: 11,7 – 11,5 l/100 km; Electrical consumption weighted combined: 20.3 – 20.2 kWh/100 km; CO_2 emissions weighted combined: 116 – 112 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G

Panamera (WLTP)*: Fuel consumption combined: 10.4 – 9.6 l/100 km; CO_2 emissions combined: 236 – 219 g/km; CO_2 class: G

Taycan Turbo Cross Turismo (Predecessor model)

Cayenne Turbo E-Hybrid (WLTP)*: Fuel consumption weighted combined: 5.2 – 4.7 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,2 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 119 – 108 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G

Panamera Turbo E-Hybrid (WLTP)*: Fuel consumption weighted combined: 4.3 – 3.5 l/100 km; Fuel consumption with depleted battery combined: 11,0 – 10,0 l/100 km; Electrical consumption weighted combined: 19.8 – 18.8 kWh/100 km; CO_2 emissions weighted combined: 99 – 81 g/km; CO_2 class weighted combined: C – B; CO_2 class with depleted battery: G

Panamera 4 (WLTP)*: Fuel consumption combined: 11.0 – 10.1 l/100 km; CO_2 emissions combined: 250 – 230 g/km; CO_2 class: G

Taycan Turbo S Sport Turismo (Predecessor model)

Cayenne Turbo E-Hybrid Coupé (WLTP)*: Fuel consumption weighted combined: 5.3 – 4.8 l/100 km; Fuel consumption with depleted battery combined: 11,9 – 11,3 l/100 km; Electrical consumption weighted combined: 20.4 – 20.0 kWh/100 km; CO_2 emissions weighted combined: 120 – 109 g/km; CO_2 class weighted combined: D – C; CO_2 class with depleted battery: G

Taycan Turbo S (Predecessor model)

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

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