New hybrid model and best-in-class performance for the Panamera

Blending impressive performance with superior comfort, the Porsche Panamera is significantly enhanced and redesigned for the 2021 model year. Further improving performance was a key priority, and several new powertrains reflect that.

Featuring changes to the crankshaft, connecting rods, timing chain drive and torsional vibration dampers, as well as new fuel injectors and a reduced compression ratio, an uprated 4.0 liter twin-turbo V8 making 620 horsepower and 604 lb.-ft. of torque is at the heart of the new Panamera Turbo S model, which replaces the previous Panamera Turbo (550 hp and 567 lb.-ft.).

This new engine enables the Panamera Turbo S sedan and Sport Turismo models to run from 0 to 60 mph, using Launch Control, in 2.9 seconds (3.0 seconds for the Panamera Turbo S Executive), 0.5 seconds quicker than the previous Panamera Turbo models. All Panamera Turbo S models reach a top track speed of 196 mph.

The twin-turbo V8 in the sporty Panamera GTS (473 hp and 457 lb.-ft.) benefits from a 20 hp increase compared to the previous model, and its throttle calibration is tuned to resemble the responsiveness and finesse of a naturally aspirated engine even more closely.
Subtle updates enhance styling of 2021 Panamera models

The Panamera GTS stands out with an updated front and rear SportDesign fascia in Satin Black, along with the GTS-specific Satin Black 20-inch Panamera Design wheels and Exclusive Design tinted taillights, as well as black lettering and model designations. Standard on the GTS, the Sport Exhaust System has been designed to emphasize the emotional rumble of the V8 engine and is available on the Panamera Turbo S.

Underscoring their impressive performance figures, the new Panamera Turbo S variants are fitted with a model-specific front fascia that features larger air intakes and new Turbo S-specific front light signature.

As before, most powertrains are offered in the sedan, Sport Turismo, and Executive body styles, the latter providing a particularly extensive amount of rear seat room due to its 5.9 inch longer wheelbase. Also of note, two new colors – Cherry Red Metallic and Truffle Brown Metallic.

Interior with a high degree of comfort and connectivity

The interior of the new Panamera has also been updated with a newly-designed multifunction Sport steering wheel with shift paddles. The Panamera Turbo S comes standard with a new GT Sport steering wheel with shift paddles wrapped in leather, and is optional on other Panamera models. Following the GTS tradition, the GT Sport steering wheel, along with many other interior areas of the Panamera GTS, are covered in Race-Tex.

Panamera and Panamera 4S E-Hybrid models come standard with 8-way electrically adjustable comfort seats with driver memory package, while the Turbo S models are equipped with 14-way electrically adjustable comfort seats with memory. Appropriate to its performance and enthusiast-focused nature, the Panamera GTS comes standard with 18-way electrically adjustable adaptive sport seats. Both the 14-way comfort seats and 18-way adaptive sport seats are optional on other Panamera models.

The center console features the familiar 12.3 inch center touchscreen, and continues to offer extensive connectivity including online-navigation, real-time traffic information and a Wifi hotspot. The Panamera Turbo S is also fitted with a 14-speaker, 710 watt BOSE® Surround Sound System with separate subwoofer as standard (optional on other Panamera models), while a 21-speaker, 1,455 watt Burmester 3D High-End Surround System with an active 400 watt subwoofer can be optionally ordered for all variants.

Recalibrated chassis systems, a new generation of tires and powerful brakes
Pricing and availability
The 2021 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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