



PORSCHE



The new Panamera

Courage changes everything





Courage changes everything.

Founding a company. Not simply continuing down the chosen path, but forever reinventing oneself along the way. Doing things differently from others. All this takes courage. Courage that breaks with conventions, draws a clear line, and creates the future. In Los Angeles, London, Berlin, Singapore – and in Zuffenhausen. Without courage, nothing would be different from yesterday. Porsche would not be Porsche. And you would not be you.





Panamera concept.

Courage takes many forms.

We've opted for that of a sports car.

A few years ago, everything to do with the sedan suddenly changed. Large, cumbersome and thickly padded instantly seemed outmoded qualities. On the road, something happened – something rather fast and dynamic: a sports car came along. A sports car with four seats, an unmistakable silhouette and performance figures normally associated only with a Porsche.

The Panamera. It changed everything. For drivers of sedans first and foremost.

Sporting spirit – in business and in personal life – found its automotive match. The courage to perform found a matching performer.

Now the change goes on. Forwards. On the road, something is happening again. For sporty drivers – and their sporty companions – our engineers and designers have created the next Panamera. With the courage of a new generation.

The new Panamera.
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The new generation of the Panamera sees two models lining up on the grid: the Panamera 4S with a 2.9-liter twin-turbo V6 engine offering 440 hp and the Panamera Turbo with a 4.0-liter twin-turbo V8 engine, twin-scroll turbochargers, adaptive cylinder control and a power output of 550 hp.

And it's more dynamic than ever: thanks to Porsche Dynamic Chassis Control Sport (PDCC Sport), Porsche 4D Chassis Control, three-chamber air suspension and – for the first time in the Panamera – rear-axle steering.

Characteristic features of all Panamera models: four-point LED daytime running lights – including Porsche Dynamic Light System (PDLS) on the Panamera Turbo – the light strip on the rear end and the slimline three-dimensional LED taillights with four-point brake lights. The extending rear

spoiler integrated into the body reduces lift at the rear axle.

The tremendous tractive power of the Panamera 4S all-wheel drive is transmitted to the road by 19-inch Panamera S wheels. Wheels of up to 21 inches in size are available as an option. Behind them: brake calipers in Titanium Grey. Round twin tailpipes are fitted left and right.

On the new Panamera Turbo with its dominant front end and characteristic front light units, the side air outlets in the front fenders are finished in the exterior color of the vehicle. The twin tailpipes are specific to the Turbo, the brake calipers behind the 20-inch Panamera Turbo wheels are finished in red. The rear spoiler of the Panamera Turbo splits at full deployment for a significant gain in width – commensurate with the higher power output of this model.

Panamera

Turbo





Panamera

4S









A detailed view of the rear passenger area of a Porsche Panamera. The image shows two leather-upholstered seats with horizontal stitching. The center console is visible, featuring a large, high-resolution touchscreen display. The door panel and side trim are also visible, showing a combination of light and dark tones. The overall design is sleek and modern, typical of a luxury sports car.

Interior.

When you're happy to lean back in comfort, you change nothing? We disagree. For only those who know how to breathe calmly will ultimately stay the course. The ingenious sports car ergonomics of the Panamera are centered on the driver and on performance – without disregard for the wellbeing of passengers.

The interior has been completely restyled – and nevertheless remains typically Porsche. Examples include the ascending center console, which enables swift hand movements from the multifunction steering wheel to the gear selector. The dashboard is flat and conspicuously wide. The analog tachometer is positioned in the middle of the instrument cluster. New Porsche Advanced Cockpit control and display concept with newly

styled center console in glass look. High-resolution 12-inch touchscreen display.

The most striking feature of the rear seats? There are two separate ones. With plenty of leg- and headroom and offering excellent lateral support through fast corners – without sacrificing comfort.

And what else? You decide: seat variants, leather or two-tone interior schemes? Fine woods, aluminum or carbon fiber? More sporty? More luxurious? Both? Thanks to our extensive range of personalization options, the possibilities for you and your wishes are virtually boundless.

Above all, though, there is plenty of space and comfort. Not so typical of a sports car. Absolutely typical of the new Panamera.







Control concept.

Analog meets digital: the new instrument cluster of the Panamera models is reminiscent of Porsche motorsport history – and, at the same time, it is as modern as only it can be.

In the middle and in direct view of the driver is the analog tachometer, its needle integral to its truly classic design. To the left and right, two high-resolution displays provide you with a variety of information as and when you need it, such as the navigation map or Night Vision Assist.

Also new is the control concept: Porsche Advanced Cockpit. The center console with Direct Touch Control has a surface in glass look featuring touch-sensitive buttons

arranged in logical groups. In between: the compact gear selector. A high-resolution 12-inch touchscreen display is integrated into the dashboard. From the personalized start screen you gain quick and easy access to the functions you find most important. In conjunction with optional four-zone automatic climate control, the passengers in the rear also have a touchscreen display of their own.

Porsche Connect enhances existing vehicle functions with intelligent services and apps, all of which are intended to make the connection between car and driver even more intimate, to intensify that sports car fascination, and to make the challenges of everyday life quick and easy to overcome.





Technical data.

	Panamera 4S	Panamera Turbo
Engine		
Type	V6 twin-turbo	V8 twin-turbo
Cylinders	6	8
Displacement	2.9 liters	4.0 liters
Max. power (DIN) at rpm	440 hp 5,650–6,600	550 hp 5,750–6,000
Max. torque at rpm	405 lb.-ft. 1,750–5,500	567 lb.-ft. 1,960–4,500
Transmission		
Layout	All-wheel drive	All-wheel drive
Porsche Doppelkupplung (PDK)	8-speed	8-speed
Chassis		
Front axle	Fully independent aluminum double wishbone suspension	Fully independent aluminum double wishbone suspension
Rear axle	Fully independent aluminum multi-link suspension with chassis subframe	Fully independent aluminum multi-link suspension with chassis subframe
Steering	Power-assisted (electromechanical)	Power-assisted (electromechanical)
Turning radius	39.0 ft; with rear-axle steering: 37.4 ft	39.0 ft; with rear-axle steering: 37.4 ft
Brakes	Six-piston aluminum monobloc fixed brake calipers at front, four-piston units at rear	Six-piston aluminum monobloc fixed brake calipers at front, four-piston units at rear
Standard wheels	Front: 9 J x 19 ET 64 Rear: 10.5 J x 19 ET 62	Front: 9.5 J x 20 ET 71 Rear: 11.5 J x 20 ET 68
Standard tires	Front: 265/45 ZR 19 Rear: 295/40 ZR 19	Front: 275/40 ZR 20 Rear: 315/35 ZR 20

	Panamera 4S	Panamera Turbo
Weights¹⁾		
Curb weight	4,123 lbs	4,398 lbs
Performance²⁾		
Top track speed	179 mph	190 mph
Acceleration 0–60 mph	4.2 secs	3.6 secs
Acceleration 0–60 mph with Launch Control	4.0 secs	3.4 secs
Fuel consumption/emissions³⁾		
City	TBD	TBD
Highway	TBD	TBD
Combined	TBD	TBD

¹⁾ Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure.

²⁾ You can obtain further information about individual vehicles from your authorized Porsche dealer.

³⁾ EPA estimates not yet available.

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