



PORSCHE



## **The new Panamera 4 E-Hybrid and Panamera Executive models**

Press Kit

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Overview: Panamera 4 E-Hybrid and Panamera Executive with an extended wheelbase

## **The unusual sportscars: Panamera dynamics with efficiency and luxury**

Porsche is continuing to expand the model line of the new Panamera: The Panamera 4 E-Hybrid benefits from the dynamics of the 918 Spyder super sportscar; the Executive models, which feature a wheelbase that has been extended by 150 millimetres, expand the body and equipment portfolio at the top end of the model line. Designed as a chauffeur saloon, this Porsche is available in the all-wheel drive versions Panamera 4 Executive (243 kW/330 hp), Panamera 4 E-Hybrid Executive (340 kW/462 hp), Panamera 4S Executive (324 kW/440 hp) and Panamera Turbo Executive (404 kW/550 hp).

The Panamera 4 E-Hybrid delivers a winning combination of performance-oriented hybrid drive and sustainable e-mobility with dynamic sportiness and luxurious driving comfort.

The Gran Turismo with the petrol-electric powertrain is redefining the term “balance” in its own way: On the one hand, it boasts 340 kW (462 hp) of system power, generated by the new 2.9-litre V6 biturbo engine and the electric motor. It also delivers a level of power that rivals that of a 911 Turbo: a torque of 700 Nm is immediately available from a stationary position. This ensures tremendous driving pleasure, and enables the Panamera 4 E-Hybrid to accelerate from zero to 100 km/h in just 4.6 seconds thanks to the boost function. On the other hand, it has a purely electric range of approximately 50 kilometres and an average fuel consumption of 2.5 l/100 km in the New European Driving Cycle (NEDC).

### **Panamera Executive: Only the best for passengers in the rear**

The new Panamera Executive models are highly luxurious versions of the Gran Turismo with a longer wheelbase, combining dynamic performance with outstanding comfort. With this long version, Porsche is satisfying the needs of customers who demand maximum space in the rear. All four models share a wheelbase that has been extended by 150 millimetres, which is of particular benefit to the passengers in the rear. The added space provides extra legroom for even greater levels of comfort. In addition, all Executive models feature enhanced equipment levels.

The standard equipment includes features such as adaptive air suspension, a panoramic roof system, electric comfort seats with comfort headrests in the rear, heated seats at the front and rear as well as rear roll-up sunblinds. The Panamera 4S Executive and Panamera Turbo Executive feature a more comprehensive range of equipment as standard.

### **The range of models: Sportscars among luxury saloons**

With regard to the model line, the fully redeveloped second generation of the Panamera was introduced in the summer of 2016. The Gran Turismo was first launched with the three all-wheel drive models, Panamera 4S (324 kW/440 hp), Panamera 4S Diesel (310 kW/422 hp) and Panamera Turbo (404 kW/550 hp). These were followed by the Panamera 4 E-Hybrid, the Executive models, along with the Panamera and Panamera 4 standard models with a six-cylinder turbo engine (243 kW/330 hp). With these additions, the Porsche Panamera model line now comprises ten different models with power outputs ranging from 330 to 550 hp.

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Panamera 4 E-Hybrid

## **Sustainability and performance – no contradiction for Porsche**

At Porsche, the term “hybrid” is synonymous not only with sustainable mobility, but also performance – a fact demonstrated not least by the victory of the 919 Hybrid in the 24 Hours of Le Mans race in 2015 and 2016. This philosophy also defines the Panamera 4 E-Hybrid. The petrol-electric Gran Turismo generates some 340 kW (462 hp) of system power and delivers fuel consumption figures of 2.5 l/100 km in the New European Driving Cycle (NEDC) for plug-in hybrid models. These figures correspond to CO<sub>2</sub> emissions of 56 g/km.

### **Purely electric range of 50 kilometres**

The new Porsche plug-in hybrid always starts in purely electric mode. The Panamera 4 E-Hybrid can cover a range of up to 50 kilometres and can reach a maximum speed of 140 km/h as a zero-emissions vehicle when travelling locally. And yet this Panamera too is a sports car among the luxury saloons: The all-wheel Porsche achieves a top speed of 278 km/h and delivers a system torque of 700 Nm from stationary without hesitation. The four-door hybrid sports car breaks the 100 km/h barrier in just 4.6 seconds and the standard three-chamber air suspension ensures an optimum balance between comfort and dynamism at all times.

### **New hybrid strategy based on the Porsche 918 Spyder**

The superlative performance is no accident: The new Panamera 4 E-Hybrid features a hybrid strategy never before seen in this segment – a strategy based on the 918 Spyder. The 652 kW (887 hp) 918 Spyder is the fastest series-produced vehicle ever to circumnavigate the Nürburgring Nordschleife. Its record lap time of 6:57 minutes can in part be attributed to the additional power provided by two electric motors.

As with the 918 Spyder, the power of the Panamera electric motor – 100 kW (136 hp) and 400 Nm torque – is made available as soon as the driver touches the accelerator pedal. On the predecessor model, the pedal needed to be pressed at least 80 per cent of the way down

to unleash the additional power of the electric drive. Now, the electric motor and petrol engine interact in perfect harmony from the very outset. As with the 918 Spyder, the electric motor is available to deliver additional power at all times. This, together with the performance characteristics of the new 2.9-litre V6 biturbo engine (243 kW/330 hp/450 Nm), generates an impressive boost scenario based on electric motor and turbochargers.

In the Panamera 4 E-Hybrid, the electrical energy is also used to increase the car's top speed. At Porsche, this new type of "E-Performance" – more power, more driving fun, lower fuel consumption – is seen as the performance kit of the future.

### **New hybrid module and fast-shifting eight-speed PDK**

Together with the V6 petrol engine decoupler, the electric motor heralds the new generation of the Porsche hybrid module. In contrast to the electro-hydraulic system of the predecessor model, the decoupler on the new Panamera is actuated electromechanically by an electric clutch actuator (ECA). The advantage of this is even shorter response times. As on the other second-generation Panamera models, a new, extremely fast and efficient-shifting Porsche eight-speed Doppelkupplung (PDK) transmission is used to transmit the power to the all-wheel drive. This transmission replaces the eight-speed automatic torque converter transmission on the predecessor model. The electric motor is supplied with power via a liquid-cooled lithium-ion battery. And despite the fact that the energy content of the battery (which is integrated under the luggage compartment floor) has been increased from 9.4 to 14.1 kWh, its weight has remained the same.

The high-voltage battery takes just 5.8 hours to fully charge via a conventional 230 V, 10 A connection. If the driver chooses to use the optional 7.2 kW on-board charger and a 230 V, 32 A connection instead of the standard 3.6 kW charger on the Panamera, the battery fully charges in just 3.6 hours. The charging process can also be started using a timer via Porsche Communication Management (PCM) or the Porsche Car Connect app (for smartphones and Apple Watch). Moreover, the Panamera 4 E-Hybrid is fitted as standard with auxiliary air conditioning to cool or heat the passenger compartment during charging.

## **Porsche Advanced Cockpit with hybrid-specific displays**

One highlight of the second-generation Panamera is the newly designed display and control concept in the form of the standard Porsche Advanced Cockpit with touch-sensitive panels and individually configurable displays. Two seven-inch screens either side of the analogue rev counter form the interactive cockpit, and, in contrast to the other versions in the model line, the Panamera 4 E-Hybrid features a power meter tailored to hybrid operation.

The intuitive operating principle of the hybrid-specific displays is similar to that used in the Porsche 918 Spyder super sports car. The power meter provides data such as the amount of electrical energy currently being used as well as that recovered through recuperation.

A 12.3-inch touchscreen functions as a central PCM control and display unit. The driver can access various items of hybrid-specific information both here on the dash and in the instrument cluster. The boost assistant and hybrid assistant are both practical and informative. The boost assistant shows the energy available for boosting, while the hybrid assistant provides various visual signals for regulating the electric drive power.

## **Ultimate efficiency in “Hybrid Auto” mode**

The Sport Chrono Package including the mode switch integrated into the steering wheel forms part of the standard equipment on the Panamera 4 E-Hybrid. The mode switch and the Porsche Communication Management are used to activate the various driving modes. These modes include the familiar “Sport” and “Sport Plus” modes from the other Panamera models equipped with Sport Chrono Package. The hybrid-specific modes are “E-Power”, “Hybrid Auto”, “E-Hold” and “E-Charge”.

The Panamera 4 E-Hybrid always starts in the purely electric “E-Power” mode. The “Hybrid Auto” mode is a completely new development. When this mode is selected, the Panamera changes and combines the drive sources automatically

for ultimate efficiency. The “E-Hold” mode allows drivers to consciously conserve the current state of charge to enable them to switch to electric and therefore zero-emissions mode in an environmental zone at their destination, for example. In “E-Charge” mode, the battery is charged by the V6 engine; to achieve this, the petrol engine generates a higher level of power than is actually needed for driving.

The highest level of drive performance is made available in the “Sport” and “Sport Plus” modes. The V6 biturbo is active continuously in these modes. In “Sport” mode, the battery charge is always maintained at a minimum level to ensure there are sufficient e-boost reserve capacities when needed. “Sport Plus” mode is all about maximum performance and allows the Panamera to reach its top speed of 278 km/h. This mode also recharges the battery as quickly as possible with the help of the V6 biturbo.

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The new Porsche Panamera Executive models

## **Lounge-style rear and panoramic roof as standard**

An extended Executive version has been available since the first generation of the Porsche Panamera. Similarly to its predecessor, the new Porsche Panamera Executive is characterised by a 150 millimetre wheelbase extension, taking the total dimension to 3100 millimetres. This increases the overall length of the four-door saloon from 5049 to 5199 millimetres, while the interior benefits from a more exclusive lounge-like rear, up to 110 millimetres more legroom and a 40-millimetre greater backrest angle.

The design of the extended Panamera is just as exclusive and powerful as that of the shorter version. This can be mainly attributed to the fact that both body versions were developed under the direction of Porsche's head of exterior design, Peter Varga. As a result, the Panamera Executive is not an extended model created as an afterthought, but a second body version designed in harmony with its shorter counterpart. The extension is concentrated on the rear doors and the roof line is modified as a result. The stretched lateral window line is particularly striking and lends an elegant appearance. The doors benefit from the same 150 millimetre extension as the wheelbase, thereby ensuring even easier entry and exit for rear passengers. Moreover, the rear seats feature a greater adjustment range for maximum comfort.

## **Extended and individualised equipment for all Executive models**

In addition to the longer wheelbase, the four Executive models – Panamera 4, Panamera 4 E-Hybrid, Panamera 4S and Panamera Turbo – are distinguished from the other cars in the model line by the extended, individualised standard equipment. On the outside, the Executive models are identified by small yet elegant embellishments, which are exclusive to these vehicles: On either side, there is a high-gloss silver strip in the door sills complemented by matching air outlet trims in the front wings. The front features a decorative strip on the air intake, again in high-gloss silver. In addition, the Porsche Panamera Executive models delivered to China and the USA feature the “Executive” logo in the area of the C-pillars.

All long-wheelbase Panamera models of the latest generation are equipped with a transparent panoramic roof as standard. With a length of 1780 millimetres and width of up to 1200 millimetres, this is the largest glass roof ever featured on a Porsche vehicle. The front section of the roof can be raised up and fully opened. The transparent roof can also be covered with two internal blinds.

In addition to the panoramic roof, all four Executive models benefit from adaptive air suspension with three-chamber technology including Porsche Active Suspension Management (PASM). The extended standard equipment includes comfort seats with multi-way electrical adjustment and comfort headrests in the rear, heated seats front and rear and a roll-up sunblind behind the headrests in the rear. An optional massage function is also available for all four seats. Ten air cushions in each backrest provide a relaxing massage at the touch of a button, with a choice of five programmes and five intensity levels.

The equipment of the Panamera 4S Executive and the Panamera Turbo Executive is even more comprehensive. These models feature rear-axle steering developed specifically for the Panamera, Power Steering Plus, ParkAssist including reversing camera, and soft-close doors with automatic closing mechanism. As the top model in the line, the Panamera Turbo Executive also benefits from four-zone climate control and LED main headlights with Porsche Dynamic Light System (PDLS), including dynamic headlight levelling, dynamic cornering lights and ambient lighting.

As an exclusive option for the Executive models, customers can order a large centre console with additional smartphone storage and inductive antenna interface. Depending on the market, this centre console can also be equipped with two aircraft-style folding tables, which can be stowed when not in use.

Despite the extended wheelbase and the resulting 85 kilogramme increase in vehicle weight, the Executive models offer virtually the same excellent performance figures and consumption values as the standard-length Panamera models.

An overview of the figures for the Executive models is provided below (acceleration from 0 to 100 km/h without/with Sport Chrono Package including Launch Control; consumption values: New European Driving Cycle, combined):

**Panamera 4 Executive:** 262 km/h; 0-100 km/h in 5.6 s/5.4 s; 7.8 l/100 km.

**Panamera 4 E-Hybrid Executive:** 278 km/h; 0-100 km/h in 4.7 s; 2.5 l/100 km, energy consumption 15.9 kWh/100 km.

**Panamera 4S Executive:** 289 km/h; 0-100 km/h in 4.5 s/4.3 s; 8.2 l/100 km.

**Panamera Turbo Executive:** 306 km/h; 0-100 km/h in 3.9 s/3.7 s; 9.4 l/100 km.

### **Porsche Rear Seat Entertainment with high-end tablets**

A highlight in the rear of all Panamera models is the newly developed Porsche Rear Seat Entertainment (RSE). Particularly in the case of the Executive models used as chauffeur saloons, the outstanding connectivity of the Rear Seat Entertainment means that passengers benefit from a convenient high-tech workplace. On longer journeys with the family, younger passengers will be delighted by the multifunctional features of the optional system.

At the heart of the Porsche Rear Seat Entertainment are two 10.1-inch touchscreens. These high-resolution, non-reflecting screens (1920 × 1200 pixels) attach to the backrests of the front seats and can also be used outside the Panamera. Background information: The displays are two fully functional tablets with a robust, high-quality design tailored to match the interior of the Panamera.

The Panamera Rear Seat Entertainment uses the Android operating system. It features 32 GB of internal flash memory, which can be extended by means of a micro SD card. The touchscreens also feature a camera for conducting video calls and chats. Sound is played back via the speakers integrated in the touchscreens, the vehicle sound system or Porsche Bluetooth® headphones.

A wide range of digital sources can be used: PCM media can be accessed via the SD card, Jukebox, CD/DVD drive and USB stick. Rear passengers can also control the radio and optional TV tuner. Vehicle data can also be displayed, as well as the current navigation route with corresponding additional information. The Porsche Rear Seat Entertainment can also be used to enter the destination for the navigation system of the Porsche Communication Management (PCM). Since the rear passengers can access the full content of the Google® Play Store, the functional scope of the Rear Seat Entertainment is virtually unlimited.

The Rear Seat Entertainment is controlled via the touchscreens, or alternatively via the PCM from the front seats. In most cases, the rear passengers will operate the system via the touchscreen. As is customary for Porsche, the operation of the Porsche Rear Seat Entertainment is simple and self-explanatory. A single touch on the central home button at the bottom of the screen takes the user back to the main menu from any submenu. A vertical toolbar on the left of the display is used to access the MEDIA, SOUND, NAV, APPS, CAR and SETTINGS menus. Freely configurable tiles allow users to create their own individual layout for the displayed information. For example, a single screen can accommodate the media player, a selection of circular instruments (such as engine speed, vehicle speed and compass), Internet and maps of the navigation system – all thanks to the various different tiles.

## **The Sport Design package for all Panamera vehicles**

As for all current Panamera models of the second generation, Porsche also offers an exclusive Sport design package for the new Executive models. It includes an individually designed Sport design front end painted in the vehicle colour with black air intakes and C-blades, Sport design sideskirts and a Sport design rear apron in the exterior colour with a black rear diffuser. The black elements can be ordered in a satin or high-gloss finish. The front number plate holder is painted to match the exterior colour. The Sport Design sideskirts are also available separately.

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More power, greater efficiency

## **The Panamera and Panamera 4 with new three-litre V6 turbo engine**

The newly designed three-litre V6 engine completes the range of Panamera engines at the entry-level end. On the Panamera, the agile six-cylinder engine drives only the rear wheels, while on the Panamera 4, both the rear and front axle are powered. In all models, the motor is linked to an extremely fast eight-speed Porsche Doppelkupplung (PDK). Like all other engines of the new Gran Turismo, this V6 is also a turbo engine with direct petrol injection. It develops 243 kW (330 hp) between 5400 and 6400 rpm, representing a 20 hp increase over the naturally aspirated engine used in the previous model. The turbo engine delivers its maximum torque of 450 Nm from just 1340 rpm (predecessor: 400 Nm). The V6 turbo is much more responsive than the naturally aspirated V6 engine it replaces. Despite the improved power and torque development, consumption was still reduced by up to 1.0 l/100 km.

An overview of the figures for the new Panamera models is provided below (acceleration from 0 to 100 km/h without/with Sport Chrono Package including Launch Control; consumption values: New European Driving Cycle, combined):

**Panamera:** 264 km/h; 0-100 km/h in 5.7 s/5.5 s; 7.5 l/100 km.

**Panamera 4:** 262 km/h; 0-100 km/h in 5.5 s/5.3 s; 7.7 l/100 km.

### **Exterior equipment with 19-inch wheels and LED headlights**

The new Porsche Panamera and Panamera 4 feature high-gloss black air intake covers in the front wings and black brake callipers behind the 19-inch wheels. The standard equipment also includes matt black side window strips, LED main headlights, four-point LED daytime running lights, LED front light modules with position lights and indicators, a driving light assistant with Automatic Coming Home lights, three-dimensional LED tail lights with four-point brake lights, a full-length light strip at the rear and ambient lighting in the mirror housings.

From a functional perspective, the standard exterior equipment includes a rain sensor for the windscreen wipers and an electrically opening and closing tailgate. In addition, the front and rear of the vehicle are equipped with ParkAssist, which provides visual and acoustic warnings of obstacles encountered when parking and manoeuvring.

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## Fuel consumption and emissions

**Panamera:** combined fuel consumption: 7.6–7.5 l/100 km, urban: 9.8–9.7 l/100 km, extra-urban: 6.3 l/100 km; CO<sub>2</sub> emissions: 173–171 g/km

**Panamera 4:** combined fuel consumption: 7.8–7.7 l/100 km, urban: 9.9–9.8 l/100 km, extra-urban: 6.5–6.4 l/100 km; CO<sub>2</sub> emissions: 177–175 g/km

**Panamera 4 Executive:** combined fuel consumption: 7.9–7.8 l/100 km, urban: 10.0–9.9 l/100 km, extra-urban: 6.7–6.6 l/100 km; CO<sub>2</sub> emissions: 180–178 g/km

**Panamera 4S:** combined fuel consumption: 8.2–8.1 l/100 km, urban: 10.2–10.1 l/100 km, extra-urban: 6.8–6.7 l/100 km; CO<sub>2</sub> emissions: 186–184 g/km

**Panamera 4S Executive:** combined fuel consumption: 8.3–8.2 l/100 km, urban: 10.4–10.3 l/100 km, extra-urban: 6.9–6.8 l/100 km; CO<sub>2</sub> emissions: 189–187 g/km

**Panamera 4S Diesel:** combined fuel consumption: 6.8–6.7 l/100 km, urban: 7.9 l/100 km, extra-urban: 5.9–5.8 l/100 km; CO<sub>2</sub> emissions: 178–176 g/km

**Panamera Turbo:** combined fuel consumption: 9.4–9.3 l/100 km, urban: 12.9–12.8 l/100 km, extra-urban: 7.3–7.2 l/100 km; CO<sub>2</sub> emissions: 214–212 g/km

**Panamera Turbo Executive:** combined fuel consumption: 9.5–9.4 l/100 km, urban: 13.1–12.9 l/100 km, extra-urban: 7.4–7.3 l/100 km; CO<sub>2</sub> emissions: 217–215 g/km

**Panamera 4 E-Hybrid:** combined fuel consumption 2.5 l/100 km; energy consumption 15.9 kWh/100 km; CO<sub>2</sub> emissions 56 g/km

**Panamera 4 E-Hybrid Executive:** combined fuel consumption 2.5 l/100 km; energy consumption 15.9 kWh/100 km; CO<sub>2</sub> emissions 56 g/km

*Range depends on tyre set used*