

Premiere

# Four, Uncompromised



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**Even just taking your seat, you are already met with the highest standards. With the Panamera, Porsche has presented a completely new interior concept. Its perfect blend of comfort and sportiness, luxury and safety, is also very evident for backseat passengers.**



**Welcome to the Gran Turismo class: four doors, four seats, and everyone has their own realm with plenty of space and up to eighteen seat adjustments for maximum comfort. The driver's attractive and open workspace extends all the way to the center console. In the back on the right it gets interesting. If you want more space or legroom, simply press a button to move the front passenger seat forward.**



**Where does the boss sit?** The Panamera's exterior, with its elegant sportiness and strength, fascinates and draws you in. The door to the Panamera opens, and its striking interior invites you to immerse yourself in the luxurious world of the Gran Turismo.

Welcome to the absolute luxury class. The Panamera showing its best sides. From every angle. Four doors, four seats, each a realm of its own with a view of an exclusive panorama: the powerful center console dominates all the way to the backseats. The dashboard in contrasting yachting blue complements the cream-colored leather throughout, a first in this new Porsche. What you see, enjoy, and experience here is Porsche's vision of an innovative interior concept—the perfect combination of comfort and sportiness, luxury and safety. The Panamera interior incorporates many practical functions and provides one thing above all: space, comfort, and indulgent luxury for the occupants. The customer can choose from thirteen color and material combinations, including four two-tone designs. These can be combined with seven optional interior trim options. The range caters to fans of the very technical look of carbon, as well as lovers of precious woods.

Welcome to the luxury class, the extremely sporty luxury class. As opulent as the comfortable interior is, Porsche has made the car as lightweight as possible. And pretty close to the ground, so the Panamera easily hugs the road. Moreover, the seating is as comfortable as the drive. With the Panamera, this was a major and unique challenge for Klaus Padberg. "We consciously aimed

to set ourselves apart from our competitors," says the development manager for seating. "We wanted to create a real Porsche seating experience, even in the back."

The goal was to create two completely new rows of seats that meet the highest standards of comfort over long distances. The seats, however, were not to add significant weight—as you would expect of a real Porsche. Among other things, this is a matter of the framework. The "underwear"—meaning the structure of the backrests—is therefore made of aluminum extrusions and aluminum plate. This reduces the weight considerably in comparison to steel. The foam composition for the upholstery is derived from the 911's seats. All the ergonomic advantages of the seat form and the distinctive side bolstering are recognizable as a real sporting seat. At the same time, the design provides the comfort expected of this vehicle class. "A seat must guide the body and comfortably support it," says Jörg Dittus, project manager for the seating. Even though it all feels so cozy, the Panamera is anything but a living room. The smallest engine for the Gran Turismo has a whopping 400 hp. When the person at the steering wheel means business, this engine makes everyone on board appreciate the well-formed seating area.

But everyone can relax, too. Driver and front-seat passenger airbags, curtain airbags, and side and knee airbags for the front seats as well as rear side airbags provide a high level of passive safety. Differences arising from temperature preferences—especially with four occupants—can be put to rest. Four-zone automatic climate control is available as an option, offering each occupant the ability to set temperature individually.

Even with its sporty character, this Gran Turismo is fully designed for comfort—in all areas. Traditionally, Porsche backrests and headrests form a single unit. In the Panamera, the seat has an opening at eye level. A hole, but with an attractive design and a function. "This makes it more relaxed and friendly," says Padberg. This also applies for the headrests, which are available with particularly comfortable side supports for the back row.

**Highly variable: in the back (left) and front seats, easy-to-use controls make getting comfortable easy in the Panamera**



**The impressive panoramic view in the Panamera: The powerful center console dominates all the way to the backseats. There is cream-colored leather throughout, a first in this new Porsche. So get going and feel good. The opening between the seat and the headrest in the front seats makes it more relaxing and friendly for the passengers in the back.**

Three types of seating are available for the Panamera. In the high-end version, the exclusive front seats use six electric motors and pneumatic pumps under the breathable leather covers. The 18-way adaptive sport-seats can be set to suit any personal preference. The controls enable you to choose the optimal seating position using individual settings for the side support in the cushion and backrest. The power seat cushion extension proves particularly relaxing for the legs during long drives. It is available for the front and back seats and operates independently of the backrest setting. "We have set new standards with this synthesis of comfort functions and adjustability," says Padberg. Because only the area of the seat cushion is extendable at the push of a button in the Panamera, there was no need for seat rails in the design of the backseats. In combination with the materials used in the "underwear," this results in a 50-percent weight reduction against comparable seat rows.

Depending on the choice of seat, everything in the exclusive Gran Turismo can be performed electrically—by means of elegant operating controls set in aluminum. These are stylishly incorporated into the outside of the seat, include a memory function, and are easy to use. Does travel get any more pleasurable than this?

The developers were curious, and wanted to find out something about the long-distance qualities of their seats in the test-drives. In the beginning, however, the testing team was not enthusiastic about sitting in the back. "But then came the time when nobody wanted to be the front-seat passenger," says Padberg. "They preferred sitting in the back." More precisely, in the back on the right. From this position you can move the front passenger seat forward electronically for increased space and legroom. Pressing the button once for this feature suffices. ◀





## Engine

# Powerful Threesome

**For the German market launch on September 12, 2009, Porsche will present the new Panamera in three versions. The exclusive Gran Turismo will be available as the Panamera S, Panamera 4S, and Panamera Turbo.**

**Porsche power** is very much in evidence here. For the launch in September, the new sporty four-door vehicle will be outfitted exclusively with V8 engines, including direct fuel injection. This power will be on the road in rear-wheel and all-wheel drive versions. Even the entry-level Panamera S model, with its 4.8-liter V8 engine and 400 hp (294 kW) output, offers an exceptional driving experience. Optionally, there is a seven-speed double-clutch transmission (PDK). The Gran Turismo accelerates from 0–100 km/h in 5.4 seconds and has a maximum speed of 283 km/h. Average fuel consumption (EU5) is 10.8 liters per 100 km, corresponding to CO<sub>2</sub> emissions of 253 g/km. A six-speed manual gearbox comes standard in the Panamera S.

The Panamera 4S also has the 400-hp V8, but with a seven-speed PDK as standard. The

Panamera 4S goes from 0–100 km/h in 5.0 seconds. Its top speed is 282 km/h. Average fuel consumption (EU5) is 11.1 liters per 100 km, with CO<sub>2</sub> emissions of 260 g/km. The top model in the trio is the Panamera Turbo. Its 4.8-liter V8 bi-turbo engine has an output of 500 hp (368 kW). Thanks to its PDK, the all-wheel vehicle sprints from 0–100 in 4.2 seconds. The top speed of the Turbo is 303 km/h. Average fuel consumption is 12.2 liters per 100 km, with CO<sub>2</sub> emissions of 286 g/km.

In all models, the PDK is equipped with the new Auto-Start-Stop function. This automatically deactivates the engine when the vehicle is stopped (traffic lights, traffic jam, etc.). The cargo space amounts to 445 liters (Turbo: 432 liters), extending to a whopping 1,250 liters with the backseats down. ◀

## Technical Specifications

### Panamera S

Engine:	4.8-liter V8 engine
Output:	294 kW (400 hp)
Top track speed:	283 km/h
Acceleration:	0–100 km/h in 5.4 seconds
EU5 avg. fuel consumption:	10.8 l/100 km

### Panamera 4S

Engine:	4.8-liter V8 engine
Output:	294 kW (400 hp)
Top track speed:	282 km/h
Acceleration:	0–100 km/h in 5.0 seconds
EU5 avg. fuel consumption:	11.1 l/100 km

### Panamera Turbo

Engine:	4.8-liter bi-turbo V8
Output:	368 kW (500 hp)
Top track speed:	303 km/h
Acceleration:	0–100 km/h in 4.2 seconds
EU5 avg. fuel consumption:	12.2 l/100 km