

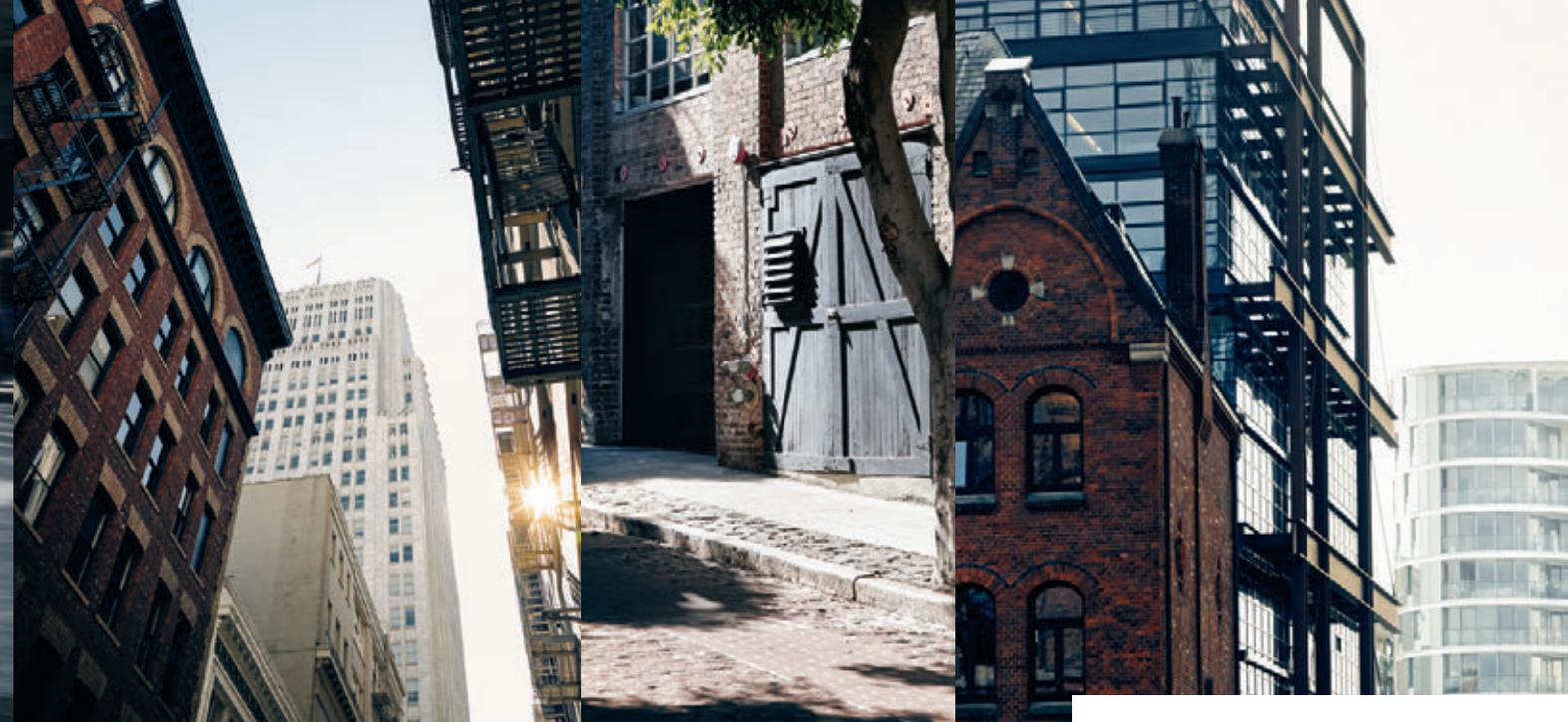


PORSCHE



# The New Panamera

Courage changes everything



# Courage changes everything.

Founding a company and never once swerving from the path you embarked on. Doing things differently by continually reinventing your approach. This takes courage. Courage that breaks with convention, takes a clear stance and helps shape the future. Without courage, today would be the same as yesterday. And Porsche would not be Porsche.



## 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 Large, cumbersome, and thickly padded instantly seemed like outdated qualities. And on the road, something fast and dynamic began happening: a sports car came along. A sports car with four seats, an unmistakable silhouette, and performance figures 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 counterpart. The courage to perform found a matching performer.

Now the change continues forward. 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 generation of the Panamera comprises five models: the Panamera and Panamera 4, both with an efficient 3.0-liter turbocharged V6; the Panamera 4S with a 2.9-liter twin-turbocharged V6; Panamera Turbo, with a 4.0-liter twin-turbocharged V8; and the Panamera 4 E-Hybrid, equipped with a 2.9-liter twin-turbocharged V6 and electric motor.

And the Panamera is more dynamic than ever: thanks to optional 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 include 4-point LED daytime running lights and Porsche Dynamic Light

System (PDLS) on the Panamera Turbo, a light strip along the rear end, and slimline three-dimensional LED taillights with 4-point brake lights. The extending rear spoiler integrated into the body reduces lift on the rear axle at high speeds.

The efficient 3.0-liter turbocharged V6 engine in the Panamera and Panamera 4 is equipped with a twin-scroll turbocharger positioned between the cylinder banks, and produces 330 hp. The maximum torque of 331 lb.-ft. is achieved between 1340 to 4900 rpm.

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 also available as

an option. Brake calipers are standard in Titanium Grey and round twin tailpipes are fitted left and right.

Highlights of the new Panamera Turbo include a dominant front end, characteristic front light units, and side air outlets in the front fenders finished in the vehicle's exterior color. Other features include twin tailpipes specific to the Turbo; red brake calipers located behind 20-inch Panamera Turbo wheels; and a rear spoiler that splits at full deployment for a significant gain in width—proportionate to the higher power output of this model.



#### **Panamera 4 E-Hybrid**

The Panamera 4 E-Hybrid provides 462 hp of pure sports car performance—and efficiency that will impress.

The combination of a 2.9-liter twin-turbocharged V6 and electric motor is crucial for this peak performance.

The combustion engine builds up power and torque as engine speed increases.

Thanks to the electric motor maximum torque is available immediately, resulting in consistently high overall torque and dynamic responsiveness over an extremely wide rpm range. The Panamera 4 E-Hybrid accelerates from 0 to 60 mph in only 4.4 seconds and has a top track speed of 172 mph. Your adrenaline will reach a whole new maximum level.

# Panamera



Panamera

4



Panamera

4S



European model shown. Some options may not be available.

Panamera

# Turbo



Panamera

# 4 E-Hybrid



European model shown. Some options may not be available.

# Interior

The ingenious sports car ergonomics of the Panamera interior are centered on the driver and performance—without disregard for the well-being of the passengers.

The interior has been completely restyled, and nevertheless remains typically Porsche.

For instance, the ascending center console enables quick hand movement from the multifunction steering wheel to the direct touch control center console. The dashboard is flat and conspicuously wide. The analog tachometer is positioned in the middle of the instrument cluster.

The most striking feature of the rear seats? There are two. With plenty of leg and headroom, they offer 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? Thanks to our extensive range of personalization options, the possibilities for you and your wishes are virtually endless.

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

European model shown. Some options may not be available.

# 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.

The analog tachometer, with its classic design, is in the middle of the panel and in direct view of the driver. To the left and right, two high-resolution displays provide you with a variety of information, such as the navigation map or optional Night Vision Assist.

Also new is the control concept: Porsche Advanced Cockpit. The center console with Direct Touch Control has a glass-like surface, featuring touch-sensitive buttons for direct access to the most important functions. The compact gear selector of

the 8-speed Porsche Doppelkupplung (PDK) is between the driver and front passenger buttons on the center console.

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 most important functions. In conjunction with optional 4-zone automatic climate control, the passengers in the rear have a touchscreen display of their own.

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



## Technical data

	2017 Panamera	2017 Panamera 4	2017 Panamera 4S
<b>Engine/performance</b>			
Type	V6 mono-turbo	V6 mono-turbo	V6 twin-turbo
Cylinders	6	6	6
Displacement	3.0 liters	3.0 liters	2.9 liters
Max. power at rpm	330 hp between 5400–6400	330 hp between 5400–6400	440 hp between 5650–6600
Max. torque at rpm	331 lb.-ft. between 1340–4900	331 lb.-ft. between 1340–4900	405 lb.-ft. between 1750–5500
Top track speed (mph)	164	162	179
Acceleration 0–60 mph (seconds)	5.4 (5.2 <sup>**</sup> )	5.2 (5.0 <sup>**</sup> )	4.2 (4.0 <sup>**</sup> )
<b>Transmission</b>			
Layout	Rear-wheel drive	All-wheel drive	All-wheel drive
Porsche Doppelkupplung (PDK)	8-speed	8-speed	8-speed
<b>Chassis</b>			
Axles	Front: Aluminum double-wishbone, independent wheel suspension; Rear: Aluminum multi-link axle with subframe, independent wheel suspension	Front: Aluminum double-wishbone, independent wheel suspension; Rear: Aluminum multi-link axle with subframe, independent wheel suspension	Front: Aluminum double-wishbone, independent wheel suspension; Rear: Aluminum multi-link axle with subframe, independent wheel suspension
Steering	Electromechanical power steering	Electromechanical power steering	Electromechanical power steering
Turning circle	39.0 ft/37.4 ft (rear axle steering)	39.0 ft/37.4 ft (rear axle steering)	39.0 ft/37.4 ft (rear axle steering)
Brakes	Front: Six-piston aluminum monobloc fixed brake calipers; Rear: Four-piston fixed, finished in black	Front: Six-piston aluminum monobloc fixed brake calipers; Rear: Four-piston fixed, finished in black	Front: Six-piston aluminum monobloc fixed brake calipers; Rear: Four-piston fixed, finished in Titanium Grey
Curb weight (lbs)	4001	4079	4123
<b>Fuel consumption</b> *			
City	TBD	TBD	TBD
Highway	TBD	TBD	TBD
Combined	TBD	TBD	TBD

\*U.S. EPA estimates. Your mileage may vary. Some model year 2017 EPA figures are yet to be determined. Please see your authorized Porsche dealer or visit porscheusa.com for the latest information.

\*\*With Sport Chrono Package (Launch Control).

	2017 Panamera Turbo	2018 Panamera 4 E-Hybrid
<b>Engine/performance</b>		
Type	V8 twin-turbo	V6 twin-turbo
Cylinders	8	6
Displacement	4.0 liters	2.9 liters
Max. power at rpm	550 hp between 5750–6000	Combined: 462 hp at 6000 <p>Combustion: 330 hp between 5250–6500</p> <p>Electric: 136 hp at 2800</p>
Max. torque at rpm	567 lb.-ft. between 1960–4500	Combined: 516 lb.-ft. between 1100–4500 <p>Combustion: 331 lb.-ft. between 1750–5000</p> <p>Electric: 295 lb.-ft. between 100–2300</p>
Top track speed (mph)	190	172/86 all electric
Acceleration 0–60 mph (seconds)	3.6 (3.4 <sup>**</sup> )	4.4 <sup>**</sup>
<b>Transmission</b>		
Layout	All-wheel drive	All-wheel drive
Porsche Doppelkupplung (PDK)	8-speed	8-speed
<b>Chassis</b>		
Axles	Front: Aluminum double-wishbone, independent wheel suspension; Rear: Aluminum multi-link axle with subframe, independent wheel suspension	Front: Aluminum double-wishbone, independent wheel suspension; Rear: Aluminum multi-link axle with subframe, independent wheel suspension
Steering	Electromechanical power steering	Electromechanical power steering
Turning circle	39.0 ft/37.4 ft (rear axle steering)	39.0 ft/37.4 ft (rear axle steering)
Brakes	Front: Six-piston aluminum monobloc fixed brake calipers; Rear: Four-piston fixed, finished in red	Front: Six-piston aluminum monobloc fixed brake calipers; Rear: Four-piston fixed, finished in Acid Green
Curb weight (lbs)	4398	4784
<b>Fuel consumption</b> *		
City	TBD	TBD
Highway	TBD	TBD
Combined	TBD	TBD



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