



PORSCHE



The Panamera model range



Concept	6
The Panamera model range	8
Panamera and Panamera 4	22
Panamera Diesel	26
Panamera S and Panamera 4S	28
Panamera S Hybrid	30
Panamera Turbo and Panamera Turbo S	32
Performance	36
Engines	38
Transmission	54
Chassis	62
Balance	76
Safety	78
Environment	86
Personality	92
Comfort	94
Colours	124
Personalisation	133
Factory collection	153
Panorama	154
Summary	156
Technical data	158
Index	166



Dienbtp

The Panamera models. Four doors. Four seats. Sportscar technology for four. Comfort and everyday practicality without compromise. Efficient drive concepts, a lightweight body and highly dynamic. This is the principle of Intelligent Performance.

**We have absolutely no experience when it comes to building large, heavy saloons.
How fortunate.**

The Panamera model range.

What can a car manufacturer with such a small market share worldwide have to say about luxury saloons? Good question.

Not everyone who achieves success should feel bound by convention. A few reject the norms and constraints of society and view things from a new perspective: open, surprising, agile and inquisitive.

Consequently, a refreshing change is happening within the automotive luxury and premium classes. Suddenly, luxury is losing its association with portliness

and the premium class is no longer home to narrow thinking.

Luxury needn't mean cumbersome – it can mean dynamic instead. This is our definition of luxury. Let's call it 'dynamic luxury' – because sportiness is more important to us than anything else. It's about a car that you would want to drive, as well as be driven in. That's why we've developed the Panamera model range. It's that simple, and that's actually nothing new for Porsche.

We believe it's about the pure driving experience, regardless

of whether you sit in the front or the back. It's about four doors and four seats in a Porsche. Sportscar technology for four.

The Panamera.
The Panamera 4.
The Panamera Diesel.
The Panamera S.
The Panamera 4S.
The Panamera S Hybrid.
The Panamera Turbo.
The Panamera Turbo S.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 162–165.





**If you loved the road,
you wouldn't dream of tarnishing it.**

Exterior design.

As you can see, we didn't experiment with the car's design. We stuck with our philosophy that form should follow function. Nothing else would have made sense. Nothing else would have produced a four-seater Porsche.

How can you tell whether it has the Porsche DNA? From the distinctive proportions and lines. The wings are slightly higher than the bonnet and, at the rear, they are distinctly muscular and form the typical Porsche shoulder line. The silhouette of the Panamera models is therefore typically Porsche. It is dynamic without being overbearing, and exudes elegance rather than extravagance. In its class, the total length of less than five metres is to its advantage.

The front, shoulders and rear all have instantly recognisable Porsche traits. Particularly striking are the side air outlets behind the

front wheels – paying homage to the Carrera GT.

A low, wide stance. A sleek roofline. The overall impression leaves you in no doubt that these are true sportscar proportions. Typically Porsche.

The most striking aspect of the rear is undoubtedly the spoiler which is integrated into the rear lid. From a speed of around 90 km/h, it deploys automatically, as you may already have suspected. However, on the Panamera Turbo models, it doesn't stop there. The spoiler splits in the middle and extensions deploy to the left and right, making it considerably wider to further reduce lift at the rear axle.

The wheels are of classic sportscar design: fine-spoked, lightweight, and stylish. Sizes range from 18 inches to 20

inches, and all the wheels provide a good glimpse of the brake system. Just another example of sporty styling.

The appearance of all models can be customised to your individual taste. The colour palette offers no fewer than 17 exterior colours. On request, you can opt to have your Panamera model finished in practically any colour of your choice. In addition, a wide range of personalisation options is available. For more information, please refer to page 124 onwards.

So you see, whichever way you look at it, it looks like a Porsche and, most importantly, it feels like one too.



We've been playing with the concept of a saloon. It lost 4:0.

Interior design.

Whatever kind of journey you are making – short or long, for business or pleasure, or even just routine driving – the Panamera offers something a little bit different.

When you sit inside one of the Panamera models, four things

immediately stand out: first, the elevated centre console; second, the four individual seats; third, the amount of space in the rear where taller passengers will find plenty of leg and head room; and fourth, the versatility of the luggage compartment thanks to the folding rear seats.

The ignition lock is located on the left-hand side of the steering wheel. The instrument cluster incorporating the central rev counter is clear and quick to read.

The four individual seats (p. 98) are comfortable and offer good lateral support. In conjunction with seat heating, a seat ventilation function is also available as an option. The electrically adjustable 8-way power seats in the rear (p. 100) are another special feature available on request.

Why four individual seats? Only these satisfy our requirement for high performance driving and a high level of seating comfort. Conventional rear bench seats cannot fulfil this requirement and instead made way for a centre console.



If you regularly spend time as a passenger in the back, you can customise your surroundings with a range of optional equipment and packages, such as the large centre console, the roll-up sunblinds for the rear side windows and behind the rear compartment, or the rear interior lighting package.

The preserve of the premium class: the comprehensive range

of personalisation options, with seven interior colours and seven two-tone combinations. Plus a range of optional interior packages featuring fine woods, carbon or aluminium.

If you suspected that the Panamera is more than just a sports car with four seats, this is confirmed by a glance inside the luggage compartment (p. 118). Under the large rear lid, there is

space to accommodate four suitcases from the Driver's Selection by Porsche Design. Enough room, then, for a journey with four occupants.

For more information on our many combinations of technological options, colours and materials for the interior, please see page 124 onwards.





**Does your head tell you that pleasure and efficiency are mutually exclusive?
Listen to your heart instead.**

The Panamera and the Panamera 4.

So, you have duties to perform, but who says that you cannot follow your heart and combine practicality with pleasure at the same time? No, for us, there is no conflict here, but a principle: efficiency. It's not about maximum

engine power, but intelligent overall performance. That makes practical sense, and pleasure too.

The distinguishing features of the Panamera and Panamera 4 are the 18-inch Panamera wheels,

black brake calipers and twin single-tube tailpipes. The side windows have matt black borders.

The double slats on the side air intakes are black on the Panamera and titanium coloured on the Panamera 4.



Panamera



Panamera 4

In terms of performance, the Panamera and Panamera 4 are equipped with the 3.6-litre naturally aspirated V6 engine. Efficient and sporty, thanks to direct fuel injection (DFI – p. 51) and VarioCam Plus (p. 52) fitted as standard, it generates 220 kW (300 hp) and 400 Nm of torque.

On the Panamera, power is transmitted to the rear axle by a 6-speed manual gearbox. The 7-speed Porsche Doppelkupplung (PDK – p. 56) with Auto start/stop function (p. 50) is available as an option. This double-clutch transmission enables fast gear changes with no interruption in

the flow of power, for increased performance and greater comfort but lower fuel consumption.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 162.



Panamera 4 with 19-inch Panamera Design wheels, Panamera with 20-inch 911 Turbo II wheels

On the Panamera 4, drive force is transmitted to the road by the active all-wheel drive of Porsche Traction Management (PTM – p. 60) and by the 7-speed Porsche Doppelkupplung (PDK) with Auto start/stop function, both of which are fitted as standard.

The steel spring suspension is standard on both models, offering a high level of comfort combined with a sporty setup. Porsche Active Suspension Management

(PASM – p. 66) or adaptive air suspension with PASM are available on request.

Also standard is Porsche Stability Management (PSM – p. 70) which maintains stability even at the limits of dynamic driving performance, delivering better traction and increased safety.

The gross weight of these models is as low as 1,730 kg. Driving pleasure is simply inevitable.

The figures speak for themselves: the Panamera accelerates from 0 to 100 km/h in 6.8 seconds, with a top speed of 261 km/h. With the optional Porsche Doppelkupplung (PDK), these figures are an even more impressive 6.3 seconds and 259 km/h. The Panamera 4 completes the 0 to 100 km/h sprint in

6.1 seconds and has a top speed of 257 km/h.

The interior offers plenty of comfort and lots of space. The two individual seats in the rear compartment fold separately or jointly, increasing luggage capacity to 1,263 litres. Automatic climate control is standard. Three interior colours are available for the partial leather interior. The seat surfaces, inner backrest surfaces and side bolsters, door handles,

door armrests and armrest section of the centre console are finished in embossed leather, while the gear lever or selector and steering wheel rim are in smooth-finish leather.

The sports steering wheel, black dial faces and interior trims in high-gloss black add to the interior's visual appeal.

Fitted as standard is the CDR audio system with 7-inch colour touchscreen (p. 102). Porsche Communication Management

(PCM – p. 102) with navigation module is available as an option. Both units are compatible with the BOSE® Surround Sound System (p. 108) or the Burmester® High-End Surround Sound System (p. 110).

The Panamera and Panamera 4 offer the best of both worlds: performance and practicality. They are comfortable, luxurious, fit for long journeys, and every bit a Porsche.



Interior of the Panamera in Luxor Beige

Travelling long distances needn't mean dispensing with performance.

The Panamera Diesel.

You always get the doubters. Those who say that diesel engines and sportscars are incompatible. That performance and economy are polar opposites.

It's a way of thinking that we don't wish to endorse. On the contrary, it has encouraged us to rise once more to the challenge. The challenge of creating a Gran Turismo car that is also a diesel. Our goal: to make long journeys and efficiency naturally compatible.

This has been achieved with performance figures that leave no room for doubt: the 3.0-litre turbo-charged V6 diesel engine with variable turbine geometry delivers 184 kW (250 hp) of power and a maximum torque of 550 Nm. Top speed is 242 km/h.



Panamera Diesel with 19-inch Panamera Turbo wheels

Superb efficiency is assured thanks to a common-rail direct injection system operating at pressures of up to 2,000 bar. Along with piezo-controlled injectors performing multiple injection processes for effective combustion. As a result, the EU standard fuel consumption of the Panamera Diesel is just 6.5 l/100 km.

The Panamera Diesel looks exactly the same as the Panamera, with just one difference: the 'diesel' logo on the front doors. The interior equipment and specification are also identical.

The rear-wheel drive Panamera Diesel is equipped with the 8-speed Tiptronic S transmission as standard. It smoothly converts the plentiful torque into propulsion. The 0 to 100 km/h sprint is completed in 6.8 seconds; top speed is 242 km/h. You have the choice of driving in automatic mode or changing gear manually using either the two ergonomic slider switches on the sports steering wheel or the gear selector.

Available as an option (only in conjunction with the optional Porsche

Communication Management PCM – p. 102) is the Sport Chrono Package. One press of this system's SPORT PLUS button will give the car an even sportier setup (p. 72).

It all sounds sporty, efficient and economical, and just like a Porsche.



Interior of the Panamera Diesel in black with brushed aluminium interior package

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 163.

**Four doors,
but a classic sports car nonetheless.**

The Panamera S and the Panamera 4S.

You could choose to drive a sporty saloon. Or a sporty MPV. Alternatively, you could choose to drive a four-seater Porsche. Just like the Panamera S or Panamera 4S, with performance figures to match many a sporty two-seater.

The S models are recognisable by the silver coloured brake calipers behind the 18-inch Panamera S wheels and by their round twin

tailpipes. The side windows have a chrome coloured border. In the interior, the silver-grey rev counter dial is visually striking.

On the Panamera S, the double slats on the side air intakes are black. On the Panamera 4S, they are titanium coloured.

Both models have a 4.8-litre naturally aspirated V8 engine that produces 294 kW (400 hp)

and 500 Nm of torque. On the Panamera S, power is transmitted to the rear wheels by the standard 6-speed manual gearbox. The 7-speed Porsche Doppelkupplung (PDK) is available as an option. On the Panamera 4S, PDK is standard and transmits drive force to the all-wheel drive of Porsche Traction Management (PTM – p. 60) – also fitted as standard.

The Panamera S accelerates from 0 to 100 km/h in just 5.6 seconds, with a top speed of 285 km/h. With the optional PDK, figures of 5.4 seconds and 283 km/h are achieved. The Panamera 4S completes the sprint in only 5.0 seconds and has a top speed of 282 km/h.

Steel spring suspension with Porsche Active Suspension Management (PASM – p. 66) is fitted as standard in both models. Adaptive air suspension, 20-inch wheels and a sports exhaust system are just three of many options you can select.

Safety features include Bi-Xenon main headlights with dynamic range adjustment (p. 78), which provide more effective illumination of the road and are fitted as standard on both models. Also standard is Tyre Pressure Monitoring (TPM – p. 65), the multifunction steering wheel and the automatically dimming exterior and interior mirrors.

A high level of interior comfort is assured by the automatic climate control system and seat heating



Panamera 4S with sports exhaust system and 20-inch RS Spyder Design wheels

as standard in the front, with seat heating optional for the rear. Seat ventilation is available on request. The partial leather interior has the same specification as for the Panamera/Panamera 4.

Standard in the Panamera S and Panamera 4S is the CDR audio system with 7-inch colour touchscreen. Porsche Communication Management (PCM) with navigation module is available as an option. Either unit can be combined with

the optional BOSE® Surround Sound System (p. 108) or Burmester® High-End Surround Sound System (p. 110).

These options are only the beginning when it comes to customising the Panamera S or 4S. Give your four-seater Porsche your very own personal touch.



Panamera S

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 163–164.

Rational: certainly right.
Emotional: rightly certain.

The Panamera S Hybrid.

With the Panamera, we've already taken a fairly radical step – the creation of a sportscar that can accommodate four people in comfort. The next logical, convincing step is to introduce to the luxury automotive class a radical concept in hybrid technology: driving pleasure.

Or, as we understand it, sportscar dynamics combined with low fuel

consumption and emissions. The next stage of Intelligent Performance.

So what makes the Panamera S Hybrid so special? Above all, it's the parallel full hybrid drive: a 3.0-litre V6 compressor engine with an electric motor producing a total output of 279 kW (380 hp) and a maximum torque of 580 Nm at 1,000 rpm. The hybrid drive

offers several driving modes, ranging from an all-electric mode for emissions-free driving in residential areas, to an 'E-Boost' function where the electric motor assists the combustion engine, and a coasting mode with the combustion engine switched off. More information can be found on page 46 onwards.



Panamera S Hybrid with 19-inch Panamera Design wheels

Power transmission in the rear-wheel drive Panamera S Hybrid is taken care of by the 8-speed Tiptronic S gearbox which ensures rapid gear changes combined, naturally, with high levels of gear-shift and ride comfort. The 7th and 8th gears have a very long ratio which helps to reduce fuel consumption, particularly on long motorway stretches.

Expressed in figures, the car accelerates from 0 to 100 km/h in 6.0 seconds, has a top speed of 270 km/h and returns a comparatively low fuel consumption of 7.1 l/100 km.

Visually, the Panamera S Hybrid is identical both inside and out to the Panamera S, the only difference being the 'hybrid' logo on the front doors and rev counter.

Standard features include Bi-Xenon headlights with dynamic range adjustment, 18-inch Panamera S wheels with Tyre



Interior of the Panamera S Hybrid in two-tone Black/Platinum Grey with brushed aluminium interior package

Pressure Monitoring (TPM – p. 65), automatically dimming exterior and interior mirrors, the multi-function steering wheel and seat heating at the front. In addition, the Panamera S Hybrid comes with adaptive air suspension, including Porsche Active Suspension Management (PASM), Power Steering Plus (p. 64) and a rear window wiper as standard.

Inside the vehicle, the TFT colour display in the instrument cluster

keeps you informed about the hybrid drive's energy flow, whilst further information can be accessed via the optional PCM. For you as a driver, however, nothing changes: you don't need to adapt to the system.

In conclusion, thanks to Intelligent Performance, the Panamera S Hybrid delivers the performance figures of a sportscar – and the consumption and emissions figures of a hybrid.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 164.

Meet the pinnacle of the Panamera range.

The Panamera Turbo and the Panamera Turbo S.

Four doors. Four seats. Eight cylinders. Up to this point, others may even have been able to keep up; until the Panamera Turbo and the Panamera Turbo S arrived. They not only join a long line of Porsche Turbo models, they lead the way with their extensive

standard equipment combined with a host of features that are exclusive to a Turbo.

What about the aesthetics? 19-inch Panamera Turbo wheels for the Panamera Turbo and 20-inch 911 Turbo II wheels for

the Panamera Turbo S, with red brake callipers, naturally. The standard sports exhaust system with twin dual-tube tailpipes in the unmistakable Turbo design. Four LED daytime running lights in each Bi-Xenon unit with separate direction indicators. The front



Panamera Turbo



Panamera Turbo S with optional Porsche Ceramic Composite Brake (PCCB)

apron features horizontal slats and longitudinal struts in the air intakes. The air outlets in the wing behind the front wheels also have slats. Five, to be exact, and all in a chrome finish. The titanium coloured rear apron likewise features slats. The auto-deploying

two-piece rear spoiler, finished in black on the Panamera Turbo and in the exterior colour on the Panamera Turbo S, is a typical characteristic. The Panamera Turbo S also features more distinctive sideskirts.

Both models are powered by a 4.8-litre V8 twin-turbo engine. On the Panamera Turbo, it generates an output of 368 kW (500 hp) and 700 Nm of torque. The engine on the Panamera Turbo S delivers 405 kW (550 hp) of power and a torque of 750 Nm (800 Nm with overboost).

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 165.

The 7-speed Porsche Doppelkupplung (PDK – p. 56) is standard on both models, as is Porsche Traction Management (PTM – p. 60) with active all-wheel drive and an electronic and map-controlled multi-plate clutch. The Panamera Turbo S also comes as standard with Porsche Dynamic Chassis Control (PDCC) including Porsche Torque Vectoring Plus (p. 68), the sports

exhaust system and the Sport Chrono Package Turbo (p. 74). Displays in the instrument cluster and PCM keep you informed about the car's current longitudinal and lateral acceleration. Standard on both models is adaptive air suspension including Porsche Active Suspension Management (PASM – p. 66). Increased performance or greater

comfort? The choice is yours. At the press of a button.

In terms of performance figures, the Panamera Turbo completes the sprint from 0 to 100 km/h in just 4.2 seconds and has a top speed of 303 km/h. The Panamera Turbo S finishes in 3.8 seconds* and boasts a top speed of 306 km/h.

What about the interior? A perfect combination of sportiness and comfort. As standard equipment, the interior features electrically adjustable 14-way power seats with memory package in the front (p. 98), with seat heating front and rear. Also standard are the smooth-finish leather trim and, for the Panamera Turbo, the walnut interior package.



Interior of the Panamera Turbo S in two-tone Agate Grey/Cream



Panamera Turbo and Panamera Turbo S

For the Panamera Turbo S, the anthracite birch interior package comes as standard, as do the Porsche Crests on the front seats and the 'turbo S' logos on the door sill guards.

Moreover, on both models, Porsche Communication Management (PCM) with navigation module is combined as standard with the

BOSE® Surround Sound System (p. 108). The Burmester® High-End Surround Sound System (p. 110) is also available as an option.

The Panamera Turbo models. Comfort and sportscar technology side-by-side. For many, perhaps, that's astonishing – for you, it's typical Porsche.

* When SPORT PLUS button is activated.



Performance

You know how it is, you always put in a good performance when you're under pressure, but you give your best performance when there is genuine enjoyment to be had. Nothing is more liberating than the feeling of having accomplished something others said would be impossible.

**Petrol. Diesel. Hybrid. Many choices.
One result: Porsche.**

Engines.

For saloon drivers, it seems, the interior is no place for engine noise, but how important is the engine to you? We thought so. Just as important as it is to us. This is why we – like you – are perfectly happy with that seductive sound. We – like you – want to hear that the Panamera models are unmistakably Porsche.

When it comes to the environment, the facts speak for themselves. Engines with high efficiency and low fuel consumption. High power output with comparatively low CO₂ emissions per hp. This has been achieved thanks to technologies such as direct fuel injection (DFI), direct diesel

injection, the parallel full hybrid, VarioCam Plus or variable camshaft control, turbocharging and the Auto start/stop function. Also, by reducing weight, as the engines are comparatively lightweight and structurally rigid for low fuel consumption and a long service life.



V8 twin-turbo engine

- | | | |
|--|------------------------------|---------------------------------|
| 1. Intake manifold | 8. Intake camshaft | 17. Air-conditioning compressor |
| 2. High-pressure pump | 9. Exhaust camshaft | 18. PDCC/power-steering pump |
| 3. VarioCam Plus (vane-cell controller) | 10. Valve | 19. Water pump (underneath) |
| 4. Duplex chain | 11. Piston (underneath) | 20. Poly-V belt |
| 5. High-pressure rail | 12. Spark plug | 21. Throttle body/E-Gas |
| 6. Injector (underneath) | 13. Exhaust manifold | |
| 7. VarioCam Plus (switch tappets with integrated valve clearance compensation) | 14. Turbocharger | |
| | 15. Oil filter | |
| | 16. Oil-water heat exchanger | |

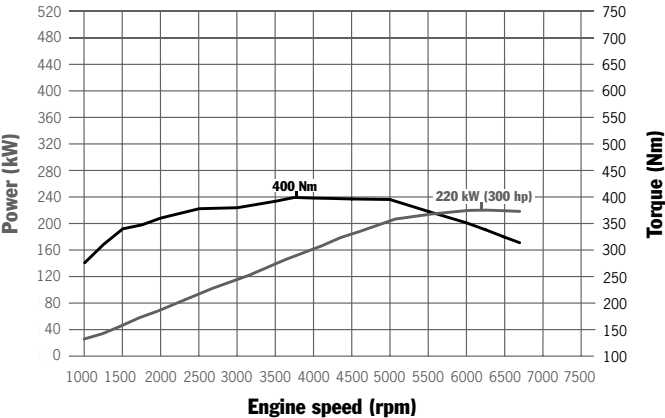


V6 engine

V6 engine.

The Panamera and Panamera 4 models are equipped with an efficient and lightweight 3.6-litre naturally aspirated V6 engine based on the V8 power unit. A balance shaft reduces vibration to ensure very smooth operation. Direct fuel injection (DFI), VarioCam Plus and integral dry-sump lubrication are standard features. The engine delivers 220 kW (300 hp) at 6,200 rpm. Maximum torque of 400 Nm is achieved at 3,750 rpm.

This impressive power output enables the rear-wheel drive Panamera with manual gearbox to accelerate from 0 to 100 km/h in only 6.8 seconds, with a top speed of 261 km/h. With the optional Porsche Doppelkupplung (PDK), these figures are an even more impressive 6.3 seconds and 259 km/h. Thanks to PDK and the active all-wheel drive of Porsche Traction Management (PTM), the Panamera 4 completes the sprint in 6.1 seconds and has a top speed of 257 km/h.



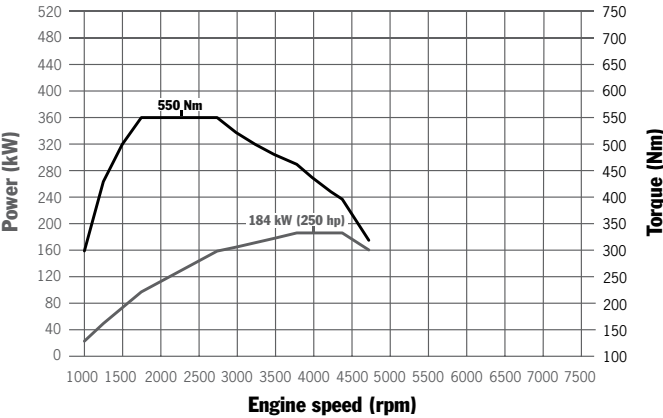
Panamera and Panamera 4: 220 kW (300 hp) at 6,200 rpm, 400 Nm at 3,750 rpm

The Panamera Diesel engine.

The Panamera Diesel is powered by a 3.0-litre V6 turbocharged diesel engine. Direct fuel injection is achieved by means of a common-rail injection system operating at pressures of up to 2,000 bar for effective mixture formation and more dynamic performance. The turbocharger features variable turbine geometry (VTG).

Here, the incoming exhaust gases are channelled onto the turbine wheel via controlled, adjustable guide vanes which enable the geometry of both small (fast response) and large (high flow-rate) turbochargers to be replicated. The result is improved cylinder charging and high torque. This translates to a power output of 184 kW (250 hp) and a maximum torque of 550 Nm.

The 0 to 100 km/h sprint can be completed in 6.8 seconds. Maximum torque is achieved between 1,750 and 2,750 rpm. Top speed is 242 km/h.



Panamera Diesel: 184 kW (250 hp) at 3,800–4,400 rpm, 550 Nm between 1,750 and 2,750 rpm



V8 engine.

The Panamera S and the Panamera 4S both have a 4.8-litre naturally aspirated

V8 engine with direct fuel injection (DFI), VarioCam Plus and a variable intake manifold. It generates 294 kW (400 hp) at 6,500 rpm and has a maximum torque of

500 Nm between 3,500 rpm and 5,000 rpm.

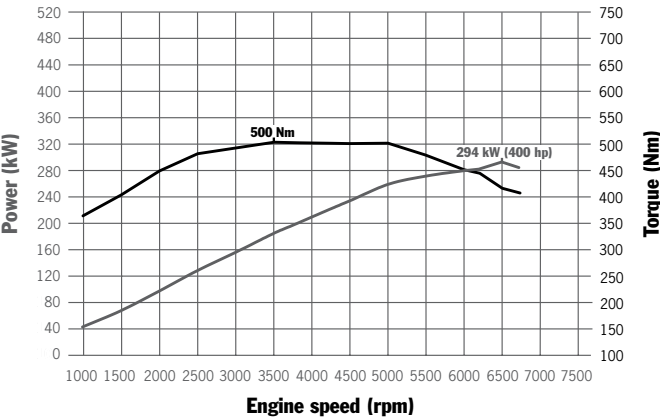
The engine has been designed using lightweight technology,

including cast aluminium pistons and single-piece aluminium cylinder heads. An integral dry-sump lubrication system ensures a reliable oil supply, even when a high performance driving style is adopted.

Delivering a top speed of 285 km/h, the Panamera S with manual gearbox and rear-wheel drive accelerates from 0 to 100 km/h in 5.6 seconds. With the optional Porsche Doppelkupplung (PDK), the clock stops after just 5.4 seconds, and a top speed of 283 km/h is achieved. Thanks to PDK and the active all-wheel drive of Porsche Traction Management (PTM), the Panamera 4S completes the sprint in an even more impressive 5.0 seconds and has a top speed of 282 km/h.



V8 engine

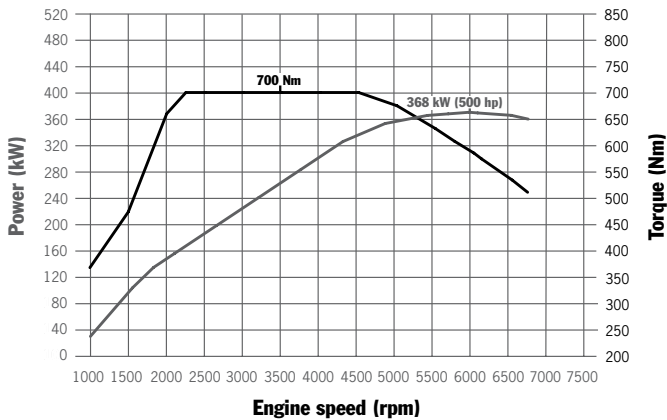


Panamera S and 4S: 294 kW (400 hp) at 6,500 rpm, 500 Nm between 3,500 and 5,000 rpm

For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 163–164.



The V8 twin-turbo engine in the Panamera Turbo



Panamera Turbo: 368 kW (500 hp) at 6,000 rpm, 700 Nm between 2,250 and 4,500 rpm

V8 twin-turbo engines.

The 4.8-litre V8 twin-turbo engine is available in two power ratings: the 368 kW (500 hp) version with a maximum torque of 700 Nm which powers the Panamera Turbo and the 405 kW (550 hp) variant with a maximum torque of 750 Nm (800 Nm with overboost) which features in the Panamera Turbo S.

The engines have been designed using lightweight technology, including forged pistons and one-piece aluminium cylinder heads, and feature integral dry-sump lubrication for a reliable oil supply, even when a high performance driving style is adopted. They also have direct fuel injection (DFI), VarioCam Plus and charge-air cooling.

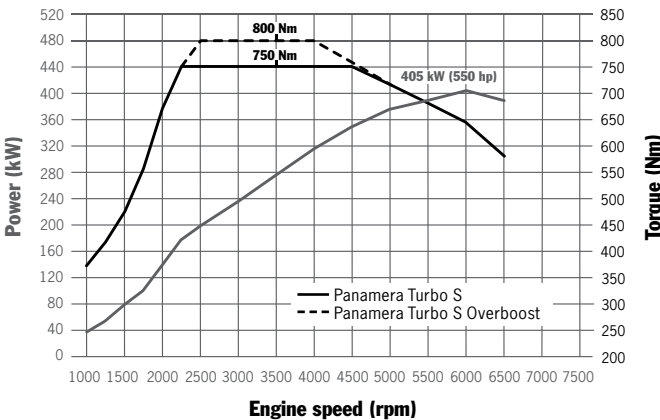
The higher power output for the Panamera Turbo S is visually expressed by new engine compartment styling featuring a titanium coloured intake manifold and carbon inlays.

In terms of performance figures, the top speed of the Panamera Turbo is 303 km/h and that of the Panamera Turbo S is 306 km/h. The Panamera Turbo sprints from 0 to 100 km/h in 4.2 seconds, the Panamera Turbo S in 3.8 seconds (with activated SPORT PLUS button).

The Sport Chrono Package (p. 72), optional on the Panamera Turbo and standard on the Panamera Turbo S, enhances performance even more. The 'overboost' function temporarily increases the charge pressure by up to 10% when accelerating at full throttle, enabling the Panamera Turbo and the Panamera Turbo S to briefly deliver up to 770 Nm and 800 Nm of torque respectively.

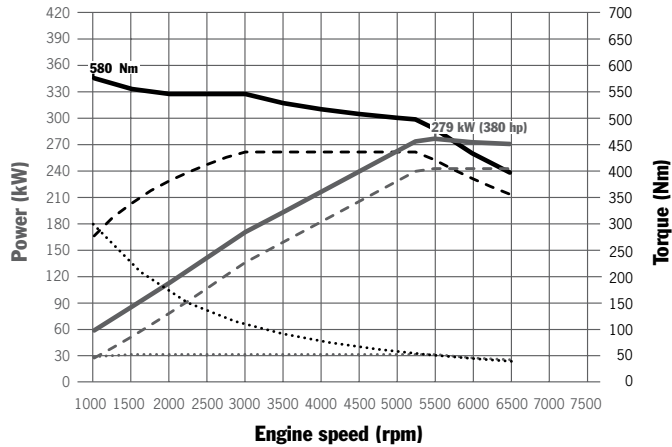


The V8 twin-turbo engine in the Panamera Turbo S



Panamera Turbo S: 405 kW (550 hp) at 6,000 rpm, 750 Nm (800 Nm with overboost) between 2,250 and 4,500 rpm

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 165.



— Panamera S Hybrid total system
 Panamera S Hybrid electric motor
 --- Panamera S Hybrid combustion engine

The interplay between combustion engine, electric motor and high-voltage battery is regulated by the electronic engine management system. It engages and disengages the combustion engine by means of a specially developed separating coupling. Thanks to the rapid-action separating coupling and the equally fast response of the combustion engine, these processes are performed comfortably and smoothly. You do not need to adapt to the system.

Drive modes specific to the hybrid.

The electric motor can drive the car by itself for short distances at moderate acceleration and speeds up to 75 km/h. So you can drive through residential areas, for example, without any emissions and making almost no noise. The combustion engine is automatically decoupled via the separating clutch and switched off.

Pressing the 'E-Power' button expands the range in which the vehicle can run solely on electric power. Here, the accelerator pedal characteristics are adapted

so that the combustion engine switches on later than in normal mode, depending on power demand. This makes all-electric driving easier and more comfortable. The availability of all-electric

mode depends on factors such as battery charge status and temperature.

In addition, the electric motor can assist the combustion engine

to provide more thrust. This so-called 'E-Boost' function ensures sportier acceleration and improved flexibility.



Parallel full hybrid

The parallel full hybrid.

The Panamera S Hybrid has a 3.0-litre V6 compressor engine with direct fuel injection and fully variable intake camshaft timing adjustment. Combined with the charge effect of the compressor, this ensures a high torque of 440 Nm even at low engine speeds. Power output is 245 kW (333 hp).

The combustion engine is assisted by a 34 kW (47 hp) electric motor incorporated between the

transmission and the engine. The motor is supplied by a high-voltage nickel-metal hydride battery located below the floor of the rear luggage compartment.

Together, the two units develop a maximum total system output of 279 kW (380 hp) and a maximum system torque of 580 Nm and accelerate the Panamera S Hybrid from 0 to 100 km/h in 6.0 seconds. Top speed is 270 km/h. This is achieved with fuel consumption of just 7.1 l/100 km.

For fuel consumption, CO₂ emissions and efficiency class, please refer to page 164.



With the integral Auto start/stop function, if you have to stop in traffic, the combustion engine is automatically switched off. It starts again only when you accelerate and the power available from the electric motor alone is not sufficient. This saves fuel.

A further energy saving can be made by coasting during driving. That means running without the

combustion engine in operation – it switches off automatically. You can see this from the rev counter, which will be on READY and not displaying any revs. Through this, the hybrid shows its advantages away from city traffic – at speeds of up to 165 km/h.

Systems which are normally dependent on the drive power of the combustion engine, such as

climate control, power steering and braking, are powered electrically in the Panamera S Hybrid and therefore remain available even when the car is being driven using solely electric power or when it is coasting with the combustion engine switched off.

Recuperation (braking energy recovery).

Braking processes are controlled so that, on activation of the brake pedal, energy can be recovered – or recuperated – via the generator mode of the electric motor. The battery is charged with braking energy, so to speak. The conventional braking system provides the additional required braking power.

Display concept.

The E-Power meter in the instrument cluster shows the recuperation power and the drive power of the electric motor and the TFT colour display gives real-time information on the energy flow. Porsche Communication Management (PCM) shows a detailed diagram of the vehicle with energy flow and statistics on the amount of driving without the combustion engine.



Hybrid display in the instrument cluster



Energy flow display in Porsche Communication Management (PCM)

SPORT button.

All Panamera models are equipped with the SPORT button as standard. It can be used to change the engine characteristics, the chassis setup (on vehicles with PASM) and the transmission control system (on vehicles with PDK or Tiptronic S). For more information, please refer to page 72.

Auto start/stop function (only in conjunction with PDK or Tiptronic S).

Silence: the typical stationary noise. If, for example, you stop at traffic lights with your foot on the brake pedal, the Auto start/stop function will automatically stop the engine. This fuel saving system restarts the engine as soon as you release the brakes.

A key advantage is that there is no need for you to change your driving habits. You can simply carry on as normal. All audio and communication systems remain

switched on and the climate control continues to maintain your selected temperature, despite the engine being switched off. The engine restarts if more power or extra cooling output is required.

On all models, except the Panamera S Hybrid, the Auto start/stop function can be activated and deactivated using a separate button. The function may remain inactive under particular circumstances, e.g. very high outside temperatures, on extreme uphill gradients, or if battery charge is low.

Direct fuel injection (DFI).

With millisecond precision, DFI injects fuel at up to 120 bar directly into the combustion chamber by means of electromagnetically actuated injection valves.

The spray and cone angles have been optimised for torque, power output, fuel consumption and emissions by enabling a homogeneous distribution of the air/fuel mixture, and, therefore, effective combustion. DFI improves the internal cooling of the combustion

engine by having the mixture prepared directly in the cylinder. This allows for a higher compression ratio, which helps to deliver more output at the same time as enhanced engine efficiency.

Diesel direct injection.

On the Panamera Diesel, direct fuel injection comes courtesy of a common-rail injection system. Injection pressures of up to 2,000 bar ensure effective mixture formation and greater

dynamic performance. The piezo-controlled injection valves allow flexible injection rate adjustment, with multiple injections per power stroke and precisely metered quantities of fuel. The result is smooth combustion.





VarioCam Plus

particularly pronounced in the lower engine speed range. High torque and maximum output are achieved through high valve lifts and advanced timing.

How does this benefit you? Extraordinary power with relatively low fuel consumption. VarioCam Plus is standard on the Panamera, Panamera 4, Panamera S and Panamera 4S and on the Panamera Turbo models.

Variable camshaft control.

In the V6 combustion engine of the Panamera S Hybrid, fully variable camshaft control is used to adjust the intake camshaft timing. This is effectively controlled by the electronic engine management system. The result is high specific output and high torque – even at low engine speeds – and above all, reduced fuel consumption and emissions.

VarioCam Plus.

VarioCam Plus is a two-in-one engine concept for adjusting the intake camshafts and switching the lift of the intake valves.

The system first differentiates between driver inputs that typify normal, everyday driving and those inputs that demand maximum power. The electronic

engine management system then seamlessly adapts valve operation to the prevailing conditions. This results in instant acceleration and extremely smooth running.

At medium revs and minimal load, low valve lifts with advanced timing reduce fuel consumption and exhaust emissions and improve smooth running. The increase in fuel economy is

Lightweight exhaust system.

The exhaust system is made from selected long-life stainless steel. The powerful primary and main catalytic converters heat up rapidly for effective emissions control.

The exhaust system of the Panamera Turbo models switches between two configurations automatically: low noise at lower revs and engine loads, and increased throughput at high revs under maximum engine load.

Sports exhaust system.

Standard on the Panamera Turbo S is a sports exhaust system with two twin tailpipes in a special Turbo design. Available as an option for the Panamera, Panamera 4, Panamera S, Panamera 4S and Panamera Turbo is a sports exhaust system featuring distinctive tailpipe covers (see p. 137). Activated by a separate button, the sports exhaust system produces an even more authentic sportscar sound.



Panamera 4S with sports exhaust system

You don't always want to hand over control, sometimes you prefer to get involved.

Transmission.

Six-speed manual gearbox.

For precision handling: the six-speed manual gearbox fitted as standard in the Panamera and Panamera S is tuned for sporty performance with optimum connection to the individual gears and extremely precise shift throws.

Thanks to the elevated centre console, the gear lever is within easy reach – ideal for sporty shifting. The cable-operated gearshift unit has a precise feel and the gear lever is insulated against vibration. Together with the dual-mass flywheel, this minimises noise and is key to providing a high level of comfort.

An upshift indicator in the instrument cluster helps to further improve fuel economy.



Gear lever



Eight-speed Tiptronic S gearbox



Panamera

Eight-speed Tiptronic S gearbox.

Standard on the Panamera Diesel and Panamera S Hybrid is the eight-speed Tiptronic S gearbox with a wide spread of gears. This not only results in fuel savings, but also improves comfort because, particularly on the motorway, the low engine speeds

in the higher gears reduce the noise level in the interior.

As the driver, you can also influence the shift behaviour of the eight-speed Tiptronic S by deliberate use of the accelerator and brake pedals. Dynamic driving leads to more dynamic gear changes and a restrained, careful driving style leads to economic

shifts. You can, of course, also change gear manually using either the two ergonomic sliding switches on the sports steering wheel or the gear selector. Push forward and the Tiptronic S shifts up. Pull back and it shifts down.



Porsche Doppelkupplung (PDK)

Porsche Doppelkupplung (PDK).

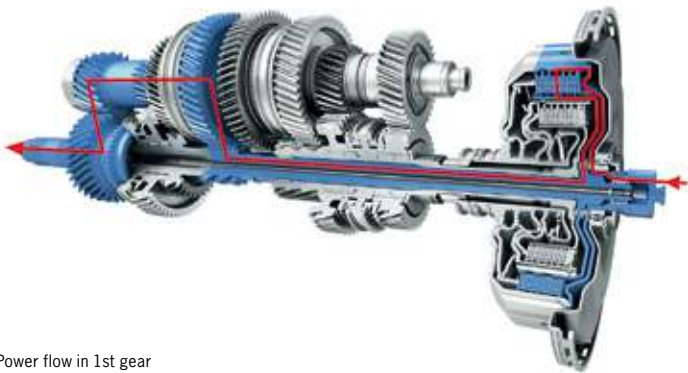
The seven-speed PDK – fitted as standard in the Panamera 4, Panamera 4S and the Panamera Turbo models and available as an option in the Panamera and Panamera S – has both a manual gearshift and an automatic mode and enables smooth gear changes

with no interruption in the flow of power. Gears 1 to 6 have a sports ratio and top speed is reached in 6th gear. The 7th gear has a long ratio, which reduces fuel consumption even further and keeps engine revs comfortably low even at high road speeds.

PDK is essentially two gearboxes in one and this requires two clutches. This double clutch provides an alternating, non-positive connection between the two half gearboxes and the engine by means of two separate input shafts (input shaft 1 is nested inside the hollowed-out input shaft 2).

The flow of power from the engine is transmitted through one half gearbox and one clutch at a time, while the next gear is pre-selected in the other half gearbox. During a gear change, therefore, a complete shift no longer takes place. Instead, one clutch simply opens and the other closes at the same time. Gear changes can therefore take place within a few hundredths of a second.

PDK has distinct benefits, including a high level of driving comfort and very rapid gearshifts for faster acceleration. Driving feels even sportier and more dynamic, and agility is increased. Depending on the gearshift programme (SPORT button activated or deactivated), the gear change is optimised for comfort or for sporty driving. Its high level of efficiency, combined with the long-ratioed 7th gear, helps to achieve reduced fuel consumption and emissions figures, even when compared with a standard manual gearbox.



Power flow in 1st gear



Power flow in 2nd gear

In conjunction with the optional Sport Chrono Package (p. 72), PDK is enhanced by a Launch Control function which offers a sportier acceleration and gearshift strategy in automatic mode

and extremely smooth gear changes in manual mode. PDK offers sportiness with efficiency and comfort.



PDK gear selector



Sports steering wheel

When PDK is combined with the Sport Chrono Package, there is an additional display above the airbag module. It tells you whether the SPORT, SPORT PLUS and Launch Control functions are activated.

SportDesign steering wheel.

The SportDesign steering wheel with gearshift paddles is available on request in conjunction with PDK or Tiptronic S. The alloy

paddles are ergonomically located behind the right and left steering wheel spokes. Pull the right-hand paddle to shift up. Pull the left-hand paddle to shift down.

Visually, the steering wheel is distinguished by its distinctive high-quality twin-spoke design and silver coloured spoke cover.

This steering wheel also has an additional display when combined with PDK and a Sport Chrono Package. Located in the left and

right-hand steering wheel spokes, it tells you whether SPORT, SPORT PLUS and Launch Control are activated.

Another feature, reminiscent of the world of motorsport, is the top centre marking on the steering wheel rim.

Sports steering wheel and multifunction steering wheel.

In conjunction with PDK or Tiptronic S, the sports steering wheel – standard on the Panamera, Panamera 4 and Panamera Diesel – has two ergonomic sliding switches for changing gear. One press forwards with the thumb and the transmission shifts up. One pull backwards with the index finger and it shifts down. Either the right or left hand can be used.

Even if the gear selector is set to automatic, you can still use the switches to change gear manually at any time. In this way, even in automatic mode, you can achieve a short burst of speed for an overtaking manoeuvre. The system reverts to automatic mode if no manual inputs are detected for approximately eight seconds.

Using the gear selector, you can also change gear manually in a separate one-touch manual shift gate. The control concept mirrors

the logic of the switches on the steering wheel – press forwards to shift up, pull backwards to shift down.

A multifunction version of the sports steering wheel is available on request for the Panamera, Panamera 4 and Panamera Diesel. Steering wheel heating is also optional. The multifunction version is standard on the Panamera S, Panamera 4S, Panamera S Hybrid, Panamera Turbo and Panamera Turbo S.



Multifunction steering wheel, Sport Chrono Package



SportDesign steering wheel, Sport Chrono Package

**You always like to have your feet firmly planted on the ground.
With all-wheel drive, the principle is the same.**

Porsche Traction Management (PTM).

Fitted as standard on the Panamera 4, Panamera 4S and the Panamera Turbo models, Porsche Traction Management (PTM) comprises an active all-wheel drive with electronic and map-controlled multi-plate clutch with automatic brake differential (ABD) and anti-slip regulation (ASR).

The electronically controlled multi-plate clutch regulates the distribution of drive force between the permanently driven rear axle and the front axle. Through continuous monitoring of the driving conditions, the electronics are able to respond to a variety of situations. Sensors check, among other variables, the

rotation speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, and the steering angle.

If the rear wheels threaten to spin under acceleration, a greater proportion of drive force is distributed to the front by a more powerful engagement of



All-wheel drive

the multi-plate clutch. In addition, ASR reduces wheel slip. When cornering, the front wheels only ever receive as much drive force as is necessary to maintain optimum lateral stability.

In this way, PTM, in conjunction with the enhanced Porsche Stability Management (PSM – p. 70),

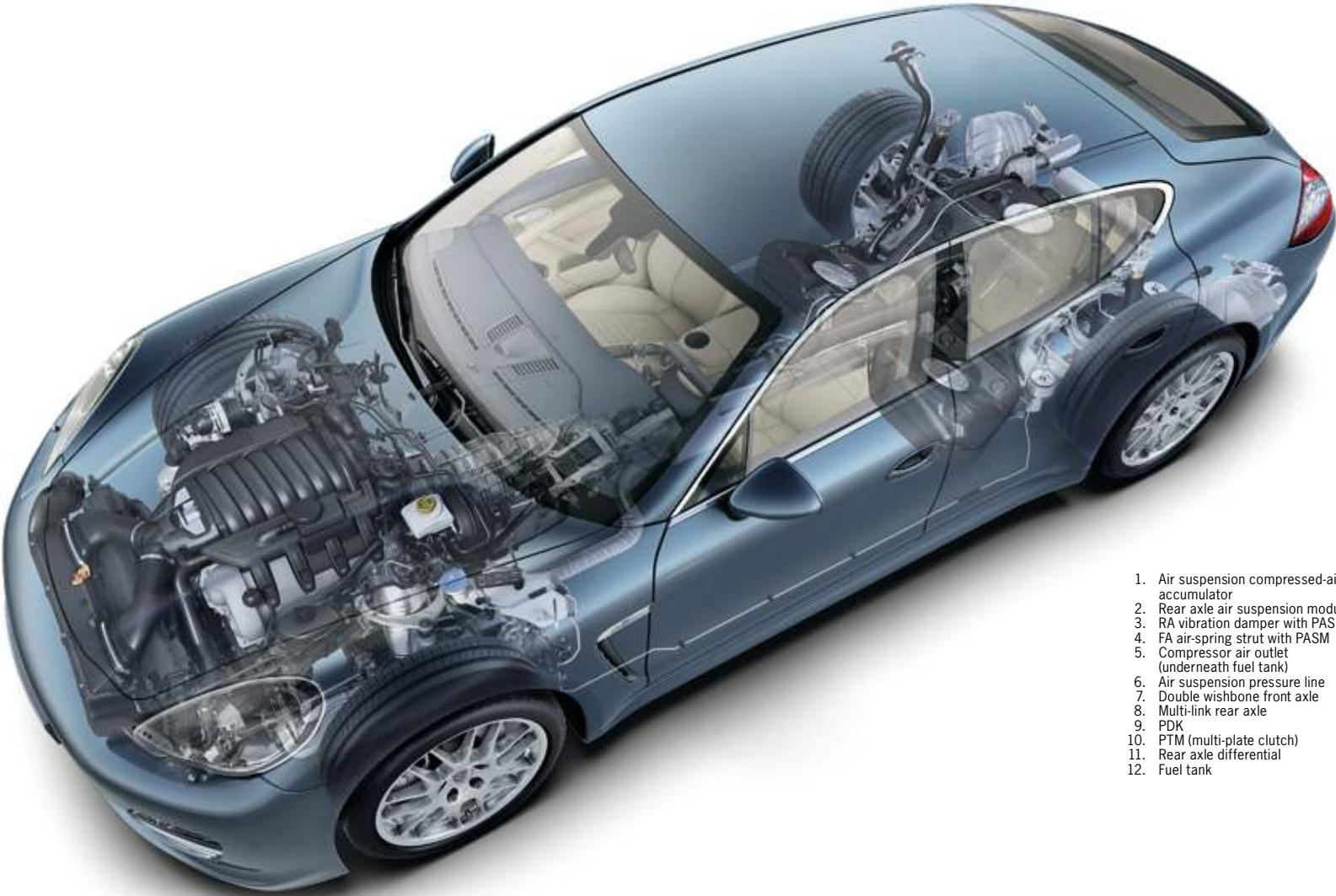
ensures that the perfect distribution of drive is achieved every time: whether on long straights, through tight corners, or on surfaces with different friction coefficients. In this situation, traction is additionally enhanced by the automatic brake differential (ABD).

Whenever the brake control systems are required to intervene, PTM decouples the front axle completely so that PSM interventions can take place at each individual wheel.

**Unfortunately, the condition of the roads is beyond our control.
We'll just make the car adapt instead.**

Chassis.

Through the purposeful use of lightweight technologies, we have managed to save weight in the chassis and increase efficiency. The next challenge was the question of how to reconcile the characteristics of a sportscar with the requirements for comfort demanded of a saloon. The answer: modern axle concepts. Two apparently more mutually exclusive qualities are high performance and excellent driving safety, which we resolved with precise traction control systems and powerful tyres and brakes.



1. Air suspension compressed-air accumulator
2. Rear axle air suspension modules
3. RA vibration damper with PASM
4. FA air-spring strut with PASM
5. Compressor air outlet (underneath fuel tank)
6. Air suspension pressure line
7. Double wishbone front axle
8. Multi-link rear axle
9. PDK
10. PTM (multi-plate clutch)
11. Rear axle differential
12. Fuel tank

Panamera 4S



Panamera Turbo front axle



Panamera Turbo rear axle

Suspension.

The front axle has a wide spaced aluminium double wishbone arrangement with an aluminium subframe. The wide spacing between the wishbones keeps the forces in the wheel suspension low for precision wheel guidance and excellent handling. The rear axle is an aluminium multi-link setup. This axle design minimises the pitching of the body under acceleration and braking.

The high proportion of aluminium used in the construction of the axles reduces the weight of the

vehicle and of the unsprung masses, helping to improve fuel economy and increase agility.

Steering and Power Steering Plus.

Precise and direct: describes a typical Porsche steering system – with variable steering ratio. Around the straight ahead position, such as during motorway driving, the ratio is less direct with no loss of agility or feedback from the road. When the steering wheel is turned further, the ratio

becomes more direct, allowing easier cornering and parking.

Standard on the Panamera S Hybrid and Panamera Turbo S and optional for all other Panamera models is Power Steering Plus, a speed-sensitive power-steering system. At high speeds, the steering is firm and responds with extreme precision while steering comfort remains as high as you would expect. At low speeds, Power Steering Plus, ratio adjusts for easy manoeuvring and parking.

Wheels and Tyre Pressure Monitoring (TPM).

The Panamera, Panamera 4 and Panamera Diesel are fitted as standard with 18-inch Panamera wheels, the Panamera S, 4S and Panamera S Hybrid with 18-inch Panamera S wheels. All wheels are lightweight alloys featuring a classic sporty design. Tyre sizes 245/50 ZR 18 and 275/45 ZR 18 are fitted to the front and rear, respectively.

The Panamera Turbo is equipped with 19-inch Panamera Turbo alloy wheels as standard. The tyre sizes are 255/45 ZR 19 at the front, 285/40 ZR 19 at the rear.

The Panamera Turbo S is equipped with 20-inch 911 Turbo II wheels fitted with 255/40 ZR 20 tyres at the front and 295/35 ZR 20 tyres at the rear.

A selection of other 19-inch and 20-inch wheels is available from our range of options (p. 138).

All-season tyres are available for all models with standard or optional 19- and 20-inch wheels.

A 19-inch low rolling resistance version of these tyres is available as an option, to improve fuel economy, with no effect on comfort or performance compared with the regular 19-inch all-season tyres.

Tyre Pressure Monitoring (TPM, optional on the Panamera, Panamera 4 and Panamera Diesel, standard on all other models) sends warnings to the on-board computer's display screen in the event of low tyre pressure.



19-inch Panamera wheel



18-inch Panamera S wheel



19-inch Panamera Turbo wheel



20-inch 911 Turbo II wheel

The road to success is rarely a smooth one.

Porsche Active Suspension Management (PASM).

Optional for the Panamera, Panamera 4 and Panamera Diesel and standard on all other models, PASM is an electronic damping control system which offers continuous adjustment of the

damping forces for each individual wheel according to road conditions and driving style. This reduces body movement and thus increases comfort in each of the four seats.

Using a separate button on the centre console, the driver can select between three modes: Comfort, SPORT or SPORT PLUS. Sensors record the body movements that accompany powerful

acceleration, braking and rapid cornering or uneven road surfaces. The PASM control unit evaluates the driving conditions and modifies the damping force on each of the wheels in accordance with the selected mode.

You can feel the result: increased driving stability, more comfort and improved performance.

Adaptive air suspension.

The Panamera S Hybrid and the Panamera Turbo models are equipped with adaptive air suspension and PASM as standard. This combined system enhances both driving dynamics and comfort at the same time. For all other Panamera models, adaptive air suspension is available as an option.

It comprises a levelling system, a manual lift function, ride-height adjustment capability and the ability to vary the spring rate.

The purpose of the levelling system is to automatically keep the vehicle level constant, regardless of load distribution. For manoeuvring, the manual lift function enables you to raise the vehicle body by 20 mm to minimise the risk of grounding, e.g. when entering garages.* When you select the SPORT PLUS chassis programme, the height of the body automatically drops to Low Level (–25 mm). At the same time, a harder spring rating is achieved through a reduction in the amount of air stored in the air suspension. In simple terms, it's a sports chassis at the push of a button.



* The vehicle must not be driven at High Level on public roads as the maximum permissible installation height of the reflector units may then be exceeded.

A wavering course was never your thing.

**Porsche Dynamic Chassis Control (PDCC)
with Porsche Torque Vectoring Plus (PTV Plus).**

A Porsche holds the road well, its handling is sporty and precise – but you’ve known this for a long time.

What you might not know is that Porsche Dynamic Chassis Control (PDCC) with Porsche Torque Vectoring Plus (PTV Plus) – standard on the Panamera Turbo S and optional for all other models

except the Panamera Diesel and the Panamera S Hybrid – improves road holding even further for even more dynamic performance and increased comfort.

PDCC is an active anti-roll system that anticipates and significantly reduces lateral body movement during cornering manoeuvres. In addition, it minimises the lateral

instability of the vehicle on uneven ground. The effect is achieved with the aid of active anti-roll bars on the front and rear axles which respond to the current steering angle and lateral acceleration by producing a stabilising force that precisely negates the roll of the body. PTV Plus combined with PDCC is a system that actively enhances vehicle dynamics and

stability. Operating in conjunction with an electronically regulated rear differential lock, it works by varying the torque distribution to the rear wheels. As a function of steering angle and steering speed, accelerator pedal position, yaw rate and vehicle speed, PTV Plus is able to improve steering response and steering precision by specific braking of the right or left rear wheel.

To be more precise, this means that when the car is driven assertively into a corner, moderate brake pressure is applied to the

inside rear wheel. Consequently, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle’s vertical axis. This results in a direct and sporty steering action as the car enters the corner.

At low and medium vehicle speeds, PTV Plus significantly increases agility and steering precision.

At high speeds and when accelerating out of corners, the electronically regulated rear differential lock ensures greater driving

stability. It also serves to improve traction at the rear wheels on road surfaces with varying levels of grip as well as in the wet and on snow.

For the driver, this means remarkable stability and easier handling, optimum traction, and greater agility at every speed with precise steering and stable load transfer characteristics. The result is a high level of driving pleasure.



Rapid cornering in the Panamera S without PDCC (illustrative example)



Rapid cornering in the Panamera Turbo with PDCC (illustrative example)

Even a Porsche has limits to its dynamic performance.

Porsche Stability Management (PSM).

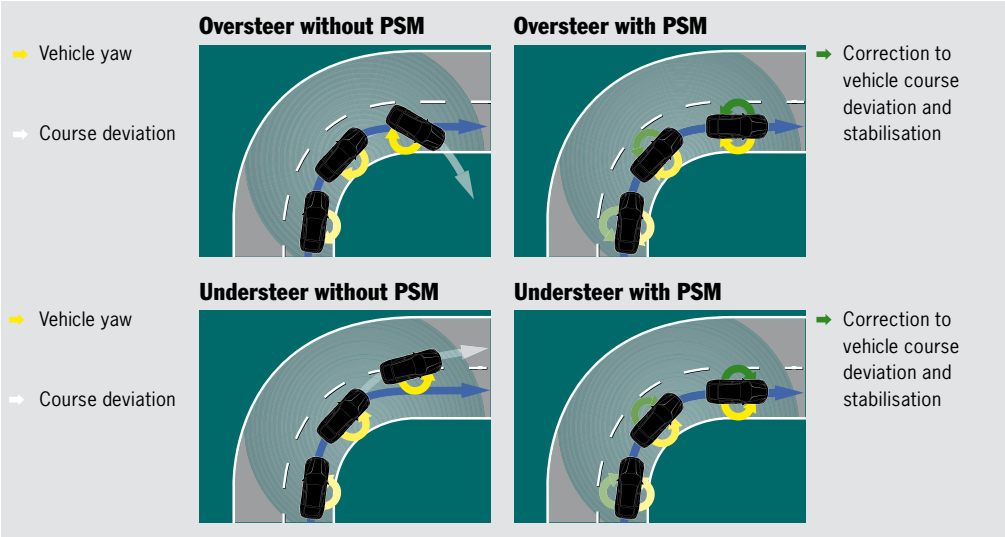
As standard, all Panamera models are equipped with enhanced Porsche Stability Management (PSM), which maintains stability even at the limits of dynamic driving performance. Sensors continuously monitor the direction, speed, yaw velocity and lateral acceleration of the car. Using this information, PSM is able to calculate the actual

direction of travel at any given moment. If the car begins to oversteer or understeer, PSM applies selective braking on individual wheels to restore stability.

Under acceleration on wet or low-grip road surfaces, PSM improves traction – and agility – using the automatic brake

differential (ABD), anti-slip regulation (ASR) and engine drag torque control (MSR).

When SPORT PLUS mode is selected on the optional Sport Chrono Package (p. 72), the PSM intervention threshold is raised to allow a sportier driving style.



For a more dynamic experience, you always have the option to deactivate PSM. It is automatically reactivated, for your safety, only if you brake harder and either of the front wheels (in SPORT PLUS mode, both of the front wheels) requires ABS assistance.

ABS and ABD, however, remain active at all times.

PSM includes two additional functions: pre-charging of the brake system – enabling full braking power to be achieved much sooner – and brake assist for

maximum deceleration in emergency braking situations.

PSM therefore offers a high level of driving stability and safety combined with extraordinary agility.

**Your mind is somewhere else.
How are you going to get there?**

Performance enhancement systems.



SPORT buttons in the centre console

SPORT button.

The SPORT button, which is fitted as standard on all models, enables you to select a setup that favours either comfort or sporty performance. At the push of a button, the electronic engine management system switches the

engine mapping to offer a sharper response and engine dynamics that are more direct. In vehicles with Porsche Doppelkupplung (PDK) or Tiptronic S, upshifts in automatic mode take place at higher engine speeds than in Comfort mode and downshifts are swifter. In addition, Porsche Active Suspension Management (PASM) and Porsche Dynamic Chassis Control (PDCC) also switch to SPORT mode to deliver harder damping and more direct steering and, therefore, more agile cornering.

Sport Chrono Package.

Providing the Panamera models with a sportier setup is the optional Sport Chrono Package (available only in conjunction

with Porsche Communication Management – PCM) (standard on the Panamera Turbo S).

Included in the package are a digital and analogue stopwatch, the SPORT PLUS button, and a performance display in the PCM for displaying lap times.

When the SPORT PLUS button on the centre console is selected, the engine management system adapts the engine for a sharper response. The rev limiter is adjusted to a harder setting with the V6 and V8 petrol engines (not on the Panamera Diesel and Panamera S Hybrid).

Vehicles with Porsche Active Suspension Management (PASM) switch to SPORT PLUS mode for harder damping and more direct

steering. Panamera models with adaptive air suspension lower the chassis to Low Level and switch to a stiffer spring rate.

In SPORT PLUS mode, the trigger threshold for PSM is raised for increased longitudinal and lateral dynamics. Agility is enhanced when braking for corners with PSM enabling greater manoeuvrability under braking and exit acceleration, especially at low speeds.

For maximum dexterity, PSM can be set to standby while the car is still in SPORT PLUS mode. For safety, it is set to intervene automatically only when ABS assistance is required on both of the front wheels.

The stopwatch mounted on the dashboard displays recorded driving time in hours, minutes and seconds. Seconds, tenths and hundredths of a second appear on a display screen. Alternatively, the stopwatch can be used as



Digital and analogue stopwatch on the dashboard

a conventional clock. Porsche Communication Management (PCM – p. 102) has a special performance display to view, store and evaluate lap times or other driving times. It shows the total driving time, lap distance, lap number and lap times recorded so far. You can view the current fastest lap and the remaining range until empty. It is also

useful away from the racetrack. Evaluate your daily mileage or define benchmark times – and rediscover your old routes.

When combined with PDK, the Sport Chrono Package has two additional functions.

The shift times in SPORT PLUS mode are shorter, the gear changes sportier. In automatic mode and at low rates of deceleration – even with high engine speeds – the system initiates a swifter brake induced downshift. In manual mode, gear changes are faster, more dynamic and more direct.

The second function is Launch Control which is designed to produce optimum acceleration from a standing start. This function is operated via the SPORT PLUS button with the 'D' or 'M' drive position selected. With the left foot depressing the brake pedal, the driver fully depresses the accelerator for maximum throttle. The engine is revved to an optimum speed of around 5,500 rpm and the clutch is held in slight contact.

The message 'Launch Control' appears in the PDK display of the sports steering wheel, the multifunction steering wheel or the optional SportDesign steering wheel. Now, the driver simply releases the brake pedal, and prepares for maximum acceleration.

For the Panamera Turbo models, increased power output is a matter of principle. The same applies to the Sport Chrono Package which is available as an option for the Panamera Turbo (it is fitted as standard on the Panamera Turbo S). It not only

combines all the functions of Sport Chrono Package, it adds one more: overboost.

Imagine you are accelerating at full throttle with the SPORT or SPORT PLUS button selected. Boost pressure is temporarily

increased by 10%, which considerably increases the maximum torque that the engine is able to produce. So, for a limited period, overboost generates a torque of up to 770 Nm on the Panamera Turbo (instead of the normal 700 Nm), and a torque of up to

800 Nm on the Panamera Turbo S (instead of the normal 750 Nm). Though the boost may be brief, the smile on your face will last a lot longer.



For fuel consumption, CO₂ emissions and efficiency class, please refer to page 165.



Balance

Sportiness and environmental responsibility do not have to be mutually exclusive. After all, you want to do your part for the environment and do so without having to make sacrifices. What about safety? No, we don't see any contradiction either. No reason, then, to look so serious.

Safety: It's nice to know that quick and safe evasive manoeuvres are possible in an emergency.

Lighting concept.

All models are equipped with a driving light assistant, which switches the lights on automatically when it gets dark. As standard, the Panamera, Panamera 4 and Panamera Diesel feature halogen headlights with manual range adjustment – all other models are equipped with Bi-Xenon headlights with dynamic range adjustment and a headlight cleaning system. With dipped or main beam, the road ahead is illuminated more uniformly. The lighting system features an automatic switch-off and the 'Welcome Home' function – a customisable delayed switch-off timer that keeps the daytime

running lights, the taillights and, where applicable, the courtesy lights (p. 81) switched on until you reach your front door.

LED daytime running lights are standard equipment on all Panamera models. On the Panamera Turbo models, each main headlight unit has four LED spotlights; on all other models, the LEDs are arranged horizontally in the front light units. Daytime running lights improve safety driving daylight hours as they make you more visible to other road users.

Also contained in the front light units are the direction indicators, bar-shaped LED light guides in the form of position lights or – exclusively reserved for the Panamera Turbo models – LED light guides as a border for the indicators.



Panamera S, Panamera 4S and Panamera S Hybrid night light design



Panamera Turbo and Panamera Turbo S night light design



Night light design for the Panamera models



Cornering lights of the Porsche Dynamic Light System (PDLS)

The Porsche Dynamic Light System (PDLS) is standard on the Panamera Turbo models and available as an option for all other Panamera models. Its dynamic cornering light function swivels the headlights towards the inside of a bend based on steering angle and road speed and the static cornering lights activate the auxiliary headlights in order to illuminate more of the road at tight bends and turns. Put simply, when you enter a bend, the road ahead is illuminated immediately so you can see any obstacles much sooner.

The system also features speed-dependent headlight range control. With adaptive light systems, it is possible for the maximum range of the dipped beams to be increased as a function of the

speed of the vehicle. PDLS takes care of this automatically. When driving at higher speeds, such as on the motorway, the range of the dipped beams is adjusted by adapting the shape of the light cone, extending it further forward to improve visibility without dazzling oncoming traffic.

Another feature of the PDLS, the adverse weather function, is activated when you switch on the rear fog light. It reduces the effect of reflection phenomena in poor visibility conditions, e.g. fog, heavy rain or snowfall. The dipped beams are fanned out and the light cone is lowered to reduce the risk of the driver being dazzled.

In the event of sudden braking, the adaptive LED brake lights on

all Panamera models pulsate to alert following traffic more quickly to a critical situation.

Vehicles with the driver memory package or 14-way power seats with memory package (standard in the Panamera Turbo models) feature LED courtesy lights in the exterior mirrors to illuminate the area around the doors.

LED technology is also used for the taillights, the additional brake light in the rear lid, the rear direction indicators and the rear fog light. LEDs provide better illumination and respond more quickly to driver input. For greater safety – and an unmistakable Porsche design, day or night.

On any long journey, there will come a time when you have to stop.

Brakes.

The Panamera models have a braking system equipped with six-piston aluminium monobloc fixed brake calipers at the front and four-piston aluminium monobloc fixed calipers at the rear. The brake calipers on the Panamera, Panamera 4 and Panamera Diesel are finished in black; on the Panamera S models they are silver coloured and on the Panamera Turbo models they are red.

The brake discs are grooved and internally vented for optimum braking performance – even under extreme conditions – and rapid heat dispersal. The brake discs on the Panamera Turbo models have a diameter of 390 mm at the front and 350 mm at the rear, whilst on the other models, the discs are 360 mm in diameter at the front and 330 mm at the rear.

The anti-lock braking system (ABS) ensures uniform deceleration. A brake pad wear indicator informs you when the brake pads need to be replaced.

The electric parking brake, which you can activate and deactivate manually, releases automatically as you pull away. With the hill-hold function, you can pull away without ever rolling back.

Porsche Ceramic Composite Brake (PCCB).

On request, your Panamera can be fitted with a braking system that has already had to cope with the harshest requirements of the racetrack: the Porsche Ceramic Composite Brake (PCCB). For the Panamera Turbo models, it is compatible only with 20-inch

wheels and for the other Panamera models it is only available in conjunction with 19-inch wheels or larger.

On the Panamera Turbo models, the cross-drilled ceramic brake discs have a diameter of 410 mm at the front and 350 mm at the rear; the other models feature discs with a diameter of 390 mm at the front and 350 mm at the rear.

PCCB is characterised by its low thermal expansion, which prevents deformation under heavy braking. Furthermore, the ceramic brake discs are totally resistant to corrosion and offer more favourable noise-damping properties.

The pedal response is fast and precise with only moderate input required. All the necessary



PCCB

ingredients are there for a short braking distance, even in the toughest conditions. Moreover, safety under braking at high speeds is increased thanks to the excellent fade resistance of PCCB.

The key advantage of PCCB is the extremely low weight of the ceramic brake discs, which are approximately 50% lighter than standard discs of similar design and size. As well as enhancing performance and fuel economy,

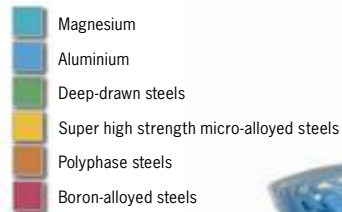
this has helped to reduce unsprung and rotating masses significantly. The consequence of this is better road holding and increased comfort, particularly on uneven roads, as well as greater agility and improved handling.

It sometimes pays to be a tough nut to crack.

Body engineering.

The lightweight construction, made from super high strength steels, stainless steel, magnesium and aluminium, ensures a low overall weight and produces a highly resilient passenger cell that offers high levels of protection in the event of an impact. A system of longitudinal and transverse members at the front absorbs deformation energy and disperses the forces which minimises deformation of the passenger cell.

Passive safety is further enhanced by the aluminium subframe on the front axle which is designed to deform in a defined manner. A rigid bulkhead cross member reduces deformation of the footwell in the event of an impact and provides improved protection for the feet and legs. In a minor collision, a system of easily replaceable impact absorbers prevents costly damage to the underlying bodyshell.



A high level of protection will ensure that composure is maintained.

Airbags and seat belt system.

All Panamera models are fitted as standard with full-size driver and front passenger airbags which are inflated in two stages depending on the severity and type of accident. In less serious accidents, the airbags are only partially inflated, thereby minimising discomfort to the occupants.

As standard, the knee airbags for the driver and front passenger are supplemented by the Porsche Side Impact Protection System (POSIP). This comprises side airbags in the front seats, curtain airbags along the entire roof frame and the side windows from the A-pillar to the C-pillar, and side impact protection elements in the doors. Side airbags in the rear compartment are available as an option.



Also featured as standard are an energy absorbing steering column, three-point seat belts on all seats, belt height adjustment and seat belt force limiters in the front, and seat belt pretensioners front and rear.

A rollover sensor automatically activates the curtain airbags and seat belt pretensioners if the vehicle threatens to overturn.

As a Panamera driver, you are responsible for four people.

We are responsible for everyone else.

Porsche and the environment.

Environmental protection.

In an era of intensifying debate about global climate change and CO₂ emissions, every automotive

manufacturer is asking what it has to offer in terms of environmental protection. Our answer has long been the same: maximum efficiency.

Porsche has been reducing the CO₂ emissions of its vehicles by an average of 1.7% every year for the past 15 years, while the reduction from 2006 to 2010

was 4.6% per year*. As far as engine output is concerned, we are already among those manufacturers achieving the lowest CO₂ emissions. This has been achieved through the efficient engine technology, lightweight construction, optimum aerodynamics and low rolling resistance.

This comparatively high level of environmental responsibility is clearly demonstrated by our approach to environmental management at the Porsche Development Centre in Weissach. Here, all technological developments are carried out as much as possible with environmental protection in mind. The goal is pure performance – but not at the expense of the environment.

respective category. This has been achieved in part by state-of-the-art engine concepts, including the hybrid drive and diesel and petrol engines. In addition, a fast-heating catalytic converter system ensures that the optimum operating temperature is reached quickly after the vehicle is started, thereby further improving emission control system performance.

The petrol models and the hybrid feature stereo Lambda control.

Each of the two cylinder banks has a separate Lambda control loop. This determines, via the engine management system, the optimum quantity of fuel, thus ensuring efficient emission control. On the V8 engines, this is assisted by an air injection system where a compressor pumps extra air into the exhaust tract during the catalytic converter warm-up phase for faster heating and, consequently, lower emissions.

Exhaust emissions.

The Panamera models are equipped with advanced emission control technology.

The figures are exemplary: vehicles manufactured by Porsche demonstrate that even high performance sportscars can achieve comparatively moderate exhaust emission values in their

* The stated reduction in fuel consumption has been calculated from the NEDC (New European Drive Cycle) fuel consumption figures for the respective model years of the vehicles and in relation to the applicable European legislation.



For fuel consumption, CO₂ emissions and efficiency class, please refer to pages 162–165.

The exhaust gas recirculation function on the Panamera Diesel returns some of the exhaust gases to the combustion process. This has the effect of reducing combustion peak temperature and, as a result, nitrogen oxide emissions. Of course, the engine also features an oxidation catalyst and a diesel particulate filter.

Other measures for improving fuel economy are the Auto start/stop function and electrical system recuperation, whereby the vehicle battery is charged predominantly under braking. Under acceleration, on the other hand, the charging current of the regulated alternator is reduced so that the engine does not need to work as hard to charge the battery.

Lightweight construction and recycling.

A fundamental objective in the development of any Porsche is intelligent lightweight construction. For both economical and ecological reasons. This forms the basis for low fuel consumption values in conjunction with outstanding performance. It is economical thanks to the high proportion of aluminium cast alloys, plastics and super high strength sheet steel used. This is substantially more stable and lighter than conventional steel. The Panamera models have a bodyshell with a lightweight-metal content of around 23%. For example, the bonnet, doors, front wings and rear lid are made of aluminium, which saves on weight and has a positive effect on the environmental balance: according to eco balance sheets, the extra energy used and the higher emissions incurred in the manufacturing of aluminium are more than compensated by the savings on fuel after only a relatively short distance.

It is also responsible because all materials used are meticulously selected. We use only innovative and environmentally friendly components. All lightweight materials are easily recyclable and each material is labelled to facilitate its separation for recycling. The reduction in the number of plastic variants helps to ensure more efficient recycling. Recycled plastics are used where they meet our exacting technical requirements. In all, the Panamera is approximately 95% recoverable.

In addition, Porsche uses only environmentally friendly water-based paints, thus reducing the need for solvents both in production and in the workshop. Here at Porsche, environmental protection does not begin at the end of a vehicle's life. It starts at the planning and development stage.





Fuel.

All Panamera models with petrol engines are designed to operate on fuels with an ethanol content of up to 10%. The diesel power unit can be run on fuel with a maximum biodiesel content

of 7%. Biofuels have a positive impact on the CO₂ balance since the plants grown for their production also absorb CO₂ from the atmosphere.

The release of hydrocarbons from the fuel system has been

minimised thanks in no small part to the active carbon filter and the multilayered material from which the fuel tank is made. All fuel lines are made from multilayered plastic, steel or aluminium.

Noise.

The Panamera models comply with all applicable noise regulations without any form of engine encapsulation. To achieve this, noises are eliminated at source. Engine parts are stiff, moving

parts are lightweight and tolerances are kept to a minimum. No nuisance noise will be heard for the entire life of the vehicle.

Servicing.

Long service intervals are not only more convenient, they reduce ownership costs. They also promote a more sparing use of consumables and replacement parts, which is in both our interests. For you, lower costs and saved time are two major benefits, but perhaps the greatest benefit is for the environment. For full details of service intervals, please refer to the separate price list.



Personality

Is the traditional look of an old fashioned saloon not the look for you? Would you prefer something less conventional? Then let us break the mould with sports dynamics, authenticity, and personality.

Do you like to sit on a seat or in a seat?

Comfort.

The interior.

What strikes you immediately is the elevated centre console. It doesn't look like a saloon, does it? That's good, because it does look distinctly like a sportscar. Even more importantly, it handles like one. This is thanks partly to the extremely short distance between the gear lever and steering wheel – to be more precise, the sports steering wheel with smooth-finish leather rim, which is fitted as standard and adjusts for height and reach. Steering wheel heating is available on request.

Available as an option in conjunction with PDK or Tiptronic S is the SportDesign steering wheel with gearshift paddles (see page 59) for an even sportier look.

Also available as an option is the multifunction steering wheel (standard on the Panamera S, Panamera 4S, Panamera S Hybrid, Panamera Turbo and Panamera Turbo S), which has buttons for the convenient operation of a range of audio, navigation and, where applicable, telephone functions. It is finished in smooth-finish leather or, in conjunction with steering wheel heating, any finish of your choice from walnut, tinea, anthracite birch, Yachting Mahogany or carbon.

With these finishes and a selection of other materials offered in the form of predefined interior packages, there is a wealth of ways for you to personalise the interior. So you can create a sporty or luxury feel, or even a blend of both. Detailed information on colours and personalisation options can be found on page 124 onwards.

All the frequently used controls on the centre console are grouped logically together to enable you to select individual functions quickly and easily.

Just how much attention we have paid to providing space in the passenger compartment can be seen in the details. The Panamera models offer a variety of storage options, e.g. in the doors and centre console. The front centre armrest contains a convenient cupholder, and there are two additional fold-out cupholders installed above the glove compartment to supplement the two fitted as standard in the rear compartment.

A new feature in the Panamera models is the optional Soft Close doors.* A closing mechanism integrated in the door lock ensures comfortable and safe closing of all four doors.

* Available from 12/2012 at the earliest.



Interior of the Panamera Turbo with multifunction steering wheel and Sport Chrono Package



Front cupholder



Glove compartment



8-way power seats (rear) with comfort headrests (in conjunction with large centre console) in the Panamera Turbo

For extra storage space, a large rear centre console is available as an option. Two 12-volt sockets and the preparation for the cooling compartment are included.

The interior lighting concept with switch-off delay was designed with not only practicality in mind but also aesthetic appeal. This includes illuminated door handles and storage compartments in the front, orientation lighting and front footwell lights. There are also reading lights and interior

lights – one of each for all four seats.

An optional interior lighting package conceived specifically for the rear adds two reading lights to the overhead console, lights in each footwell, additional orientation lighting in the rear,



and illumination for door storage compartments and the compartment in the rear centre console. Nearly all lights are powerful yet energy efficient LEDs. The additional ambient lighting on the overhead consoles in the front and rear and the reading lights are dimmable.

The rooflining in Alcantara is standard for the Turbo models and optional for the other models.

Thermally and noise insulated glass can be fitted as an option, as can dark tinted glazing which will maintain your privacy and protect the interior from the

effects of strong sunlight. Just like the electric roll-up sunblinds on the rear side windows and behind the rear seats.



Instruments in the Panamera Turbo

Instruments.

The five circular dashboard instruments in the Panamera models are quick, clear and easy to read. Typically Porsche.

The high resolution 4.8-inch TFT colour screen in the instrument cluster gives you access to the on-board computer or the navigation system map, for example. It also shows the settings of the optional adaptive cruise control or, in the case of the Panamera S Hybrid, the real-time energy flow.

In the Panamera, Panamera 4 and Panamera Diesel, the dial face of the rev counter is black, in the

Panamera S models it is silver-grey, and in the Panamera Turbo models it is black and features the 'turbo' or 'turbo S' logos.

Front seats.

The front seats with integrated headrests offer a high degree of comfort. During cornering, they hold your body firm but without restricting your freedom of movement.

Seat adjustment is fully electric as standard with controls on both the driver and front passenger sides for seat height, squab and backrest angle, and fore/aft position.

A driver memory package, available as an option, enables the driver's seat and exterior mirror positions to be saved and restored automatically.

In the Panamera Turbo models, the front seats offer even more functionality. The 14-way power seats with memory package for driver and front passenger are standard (optional for all other Panamera models). In addition to featuring an electric steering column adjustment facility, the package includes electric four-way lumbar support, electric seat squab length adjustment and personal memory settings for seat, steering wheel and mirror positions. The courtesy lights (LEDs in the exterior mirrors) are a component of the driver memory package and 14-way power seats with memory package.

ISOFIX child seat mounting points are available as an option for the front passenger seat in conjunction with the deactivation function for the passenger airbag.



Standard front seat



Adaptive sports seat (front)

Adaptive sports seats.

Do you wish to take sporty driving to an even higher level? That is precisely what the adaptive sports seats were designed for. Available as an option for all Panamera models, they have firmer upholstery and provide even better lateral support thanks to the raised side bolsters on the seat squab and backrest.

Featuring 18-way electric adjustment, the seats can be optimally adapted to meet your needs in terms of seat height, squab and backrest angle, squab length, fore/aft adjustment and 4-way lumbar support. The steering column is also electrically adjustable.

In addition, the side bolsters on the seat squab and backrest are independently adjustable for added comfort on long distances or precision lateral support on winding roads. Also included is the personal memory for the driver and front passenger seats (including lumbar support), the steering wheel and the driver's exterior mirror.

Rear seats.

The rear compartment has two fully independent seats with plenty of leg and head room, even for taller passengers. They provide good lateral support, even during fast cornering, with no compromise on comfort. Between the seats is a folding armrest with a handy storage compartment. The backrests fold down individually with a ratio of 40:60 to increase storage capacity or to accommodate larger items. With the optional large centre console, the backrests can still be folded separately while the console itself remains fixed in position.

Eight-way power seats are available as an option for the rear in any of the Panamera models. In addition to the electric backrest adjustment, seat squab length adjustment and lumbar support functions, there is a facility to adjust the front passenger seat from the rear.

When specified in conjunction with seat ventilation, the eight-way power seats (rear) feature automatic comfort headrests (p. 96). In conjunction with the adaptive sports seats in the front, sports seats are also fitted in the rear and feature a contrasting seam pattern and elevated side bolsters.

ISOFIX child seat mounting points are fitted as standard on both rear seats in all Panamera models.

Seat heating and ventilation.

The front seats of the Panamera S models and the Panamera Turbo models feature seat heating as standard (optional for the Panamera, Panamera 4 and Panamera Diesel). This heats the seat squab and backrest to a pleasant temperature. In the Panamera Turbo models, the seats in the rear also have a heating function (optional for all other models).

On request, we can equip the front seats, indeed all four seats, with seat ventilation (only in conjunction with seat heating). A slipstream effect is produced by active ventilation of the perforated seat centre and backrest and by passive aeration at the side bolsters. This evaporates perspiration moisture and therefore makes for a comfortable seating environment, even in hot weather. Seat heating and seat ventilation can be adjusted independently to any one of three power levels. Simultaneous ventilation and heating is possible.



Rear seats

As well as concentrating on performance, the mind needs to relax from time to time with something light-hearted.

Audio and communication.



CDR audio system

CDR audio system.

The CDR audio system (standard in the Panamera, Panamera 4, Panamera Diesel, Panamera S, Panamera 4S and Panamera S Hybrid) has a 7-inch colour touchscreen which enables you to navigate and select the most important functions and menus

with ease and efficiency, as do the multifunction steering wheels.

The integrated CD radio, with FM dual tuner and RDS diversity, 30 memory presets, dynamic autostore and speed-sensitive volume control, includes a sound system with 10 loudspeakers and a total audio output of 100 watts. Optionally, CDR audio system can

also be combined with the BOSE® Surround Sound System (p. 108) or the Burmester® High-End Surround Sound System (p. 110, not available for the Panamera S Hybrid).

An integrated six-disc CD auto-changer is available as an option.

Also available on request for the CDR audio system is the Bluetooth® mobile phone preparation, which supports the Handsfree Profile (HFP).

Porsche Communication Management (PCM) with navigation module.

The Panamera Turbo and Panamera Turbo S come equipped with Porsche Communication Management (PCM) as standard (optional for all other Panamera models).



Porsche Communication Management (PCM) with navigation module

PCM is the central control unit for audio, navigation and communications. It is powerful and multifunctional, yet easy to operate.

The focal point is the intuitive 7-inch high resolution touchscreen. Alternatively, you can also choose to operate the PCM using the conventional button controls. A maximum of five list entries per page ensures clarity of presentation.

Radio functions include up to 42 memory presets and an FM dual tuner frequency diversity with RDS, which continuously scans in the background for the best signal, and a dynamic autostore.

The DVD-audio drive plays CDs and audio DVDs and is MP3 compatible. Audio playback of video

DVDs is also supported. A six-disc CD/DVD autochanger integrated in the PCM is available as an option.

The optional universal audio interface (USB) allows you to store and play up to 10,000 MP3 files on the internal hard disk (the Jukebox).*

* Storage and playing of MP3 files available from 11/2012 at the earliest.



Universal audio interface

Mobile phone preparation.

To enable Bluetooth® connection for those mobile phones that only support the Handsfree Profile (HFP), an optional mobile phone preparation is available. With HFP, the CDR audio system or PCM acts merely as a hands-free system and the mobile phone can remain tucked away. The CDR audio system and PCM can be used to control only the basic functions and the GSM connection is established through the mobile

phone's aerial. Please refer to the note on page 151.

Online Services.*

Using the free AHA app, you can listen to web radio, news feeds, podcasts and audio magazines on the PCM via your SmartPhone. A 'Point of interest' search with subsequent selection as a destination is also possible. Online content is received via your SmartPhone and operated via the PCM.

Universal audio interface.

Enhance your CDR audio system or PCM with an optional connectivity package in the front centre console: for the CDR audio system, an AUX port (e.g. to connect a compatible MP3 player); for the PCM, an AUX interface and a USB port for connecting an iPod®.** Your iPod®, or compatible MP3 player or USB stick connected to the USB interface can also be controlled using PCM. The USB interface allows you to transfer up to 10,000 titles in MP3 format onto the internal hard disc (jukebox) of the PCM, and play them from there.* Contact your Porsche Centre for further information.

Porsche Rear Seat Entertainment.

Porsche Rear Seat Entertainment is available as a factory-fitted option from Porsche Exclusive. The system comprises two display consoles, two multimedia players and two wireless infrared



Porsche Rear Seat Entertainment

headphones. It is compatible with all popular media formats (e.g. CD, DVD, MP3), it features user-friendly touchscreens and allows you to connect two separate, individually selectable AV sources, such as a games console or digital camera.

Each containing a swivelling 7-inch TFT screen, the screen consoles are finished in leather in the interior colour and mounted on the front seat backrests.

* Available from 11/2012 at the earliest.
** For information on compatibility with iPod® models, please contact your Porsche Centre.

Your image of the world is also 360°.

BOSE® Surround Sound System.

Can it be true that the passengers in a Porsche actually want to listen to music rather than the sound of the engine? We understand your scepticism, but we do have a compelling solution: the BOSE® Surround Sound System.

It is compatible with both Porsche Communication Management (PCM) and the CDR audio system and is fitted as standard in the Panamera Turbo and Panamera Turbo S.

The system comprises nine amplifier channels with a total output of 585 watts (Panamera S Hybrid: 545 watts). Its 14 loudspeakers and 200-watt (Panamera S Hybrid: 160-watt*) active subwoofer deliver a balanced acoustic pattern and transform your Panamera into a concert hall.

In combination with Porsche Communication Management (PCM), the BOSE® Surround Sound System enables playback

of audio DVDs and is thus able to make full use of the impressive sound spectrum of 5.1 digital recordings. Of course, you can still play other audio sources such as CDs and MP3s. In stereo, or at the push of a button, in one of the virtual surround modes generated by BOSE® Centerpoint® 2.

The BOSE®-patented AudioPilot® Noise Compensation Technology uses a microphone to continuously measure the ambient noise inside the vehicle and adapts music playback automatically so that a consistent sound is maintained – whatever the driving conditions.

As an innovator in the field, BOSE® has used its considerable experience to adapt the system specifically to the passenger compartment of the Panamera.

* On the Panamera S Hybrid, the subwoofer of the BOSE® Surround Sound System is located below the loading edge and consequently reduces the luggage compartment capacity.



Thanks to signal processing technologies developed by BOSE® for the automotive industry, it has been possible to achieve optimum acoustics by tailoring the system to suit the layout of the vehicle interior.

The result is a balanced, faithfully reproduced sound and captivating 360° acoustic experience delivered to all four seat positions. It's just a pity that, as the driver, leaning back and closing your eyes is not an option.

**Made in Germany is a sign of quality.
Not just when it comes to sportscars.**

The Burmester® High-End Surround Sound System.



The sound developed by our research centre in Weissach is amplified by a sound from Berlin. We're talking about Burmester®, a bespoke manufacturer based in Berlin and one of the most respected premium audio manufacturers worldwide. The Burmester® High-End Surround Sound System is available as an option for all Panamera models, except the Panamera S Hybrid, with either CDR audio system or PCM.

The technologies behind the system are from the finest of Burmester's® premium home audio systems. State-of-the-art and featured like this in a Porsche the extravagance is uncompromising, the craftsmanship excellent, the sound phenomenal. The system owes its eminence to countless details, and one goal: perfection in sound.

As early as the Panamera concept phase, Porsche and Burmester® had already embarked on a close collaboration in order to determine the optimum installation locations for the special loudspeakers. Never before has such a large and acoustically powerful total diaphragm surface area been used in a production vehicle and integrated to such perfection.

The system has 16 amplifier channels with a total output of more than 1,000 watts, 16 loudspeakers including an active subwoofer with 300-watt class D amplifier, a total diaphragm surface area of more than 2,400 cm², and a frequency response of 30 Hz to 20 kHz.

Conceptually, we have broken entirely new ground. Crossover technology has been carried over more or less unmodified from the home audio sector. Analogue and digital filters have been optimally



defined for their new installation location and finely tuned after extensive in-car audio testing.

The tweeters are ribbon-based air motion transformers (AMT) that have been designed specifically for the Panamera. For unmistakably fine, clear and undistorted high-frequency sound reproduction with excellent level stability.

All loudspeaker housings are perfectly matched and deliver superior bass foundation, definition and impulse accuracy. As yet unequalled, the result is a natural and richly textured spatial sound. All of which is achieved, despite the system's remarkably low overall weight, thanks to intelligent Burmester® lightweight technology.

The elegantly pure design with galvanised surrounds and Burmester® logos on selected loudspeakers make it clear that the appeal of the Burmester® High-End Surround Sound System is as much about the visual as it is the audio.

You don't need us to reiterate the correlation between comfort and convenience.

Additional comfort and convenience features go hand in hand.

Climate control.

Climate control, with zonal regulation in the front compartment, is standard in all models. Temperature and airflow volume, speed and direction can therefore be set individually for the driver and front passenger seat positions. An active carbon filter traps particles, pollen and odours and an automatic air-recirculation

function permanently monitors air quality, reduces humidity and switches from fresh to recirculated air when required. Even the glove compartment is actively cooled when necessary. With the ignition switched off, it is also possible to use the residual heat of the engine to heat the passenger compartment for up to 20 minutes.

Four-zone climate control is available for all models on request. With this option, the driver has access to separate controls for both seat positions in the rear. A control panel on the rear centre console also enables the rear passengers to select their own climate control settings for their respective seat position, independently of the settings in the front compartment.



Air vents in centre console



Four-zone climate control



Air vent in rear



Four-zone climate control in rear compartment

Thermally and noise insulated glass.

All Panamera models are equipped as standard with tinted heat-insulated glass and a grey top-tint on the windscreen. Available as an option is thermally and noise insulated glass for all-round more efficient reflection of infrared radiation. Enjoy an even more pleasant climate and peace and quiet in the passenger compartment. Both glazing versions are available on request with privacy glazing.

Water-repellent side windows.

The front side windows of the Panamera model range have been treated with a water-repellent coating so that not only water but also dirt runs away more easily, thereby providing optimum visibility even in poor weather. (Note: surface finish requires occasional renewal depending on vehicle usage.)

Wiper system with rain sensor.

The windscreen wiper system has two wiper speeds with an intermittent wipe. A rain sensor fitted as standard controls the wipers automatically and with adjustable sensitivity. A rear wiper is available as an option (standard on the Panamera S Hybrid).



Reversing camera display in PCM

HomeLink® (programmable garage door opener).

As an option, it is possible to have a programmable garage door opener integrated into the overhead console. At the push of a button, it controls up to three different garage doors, lighting systems or alarm systems.

ParkAssist.

ParkAssist is standard in all Panamera models. With four inconspicuous sensors in the rear end, it audibly alerts the driver when detecting an obstacle behind the vehicle. An intermittent warning tone increases in rapidity as the obstacle is approached. Convenient and safe.

An enhanced version of ParkAssist, which includes six sensors in the front end, is fitted as standard in the Panamera Turbo and Panamera Turbo S and is available as an option in the other models. The audible alert is supplemented by a visual warning in the central

display screen which provides a graphical representation of the vehicle's proximity to obstacles.

Reversing camera.

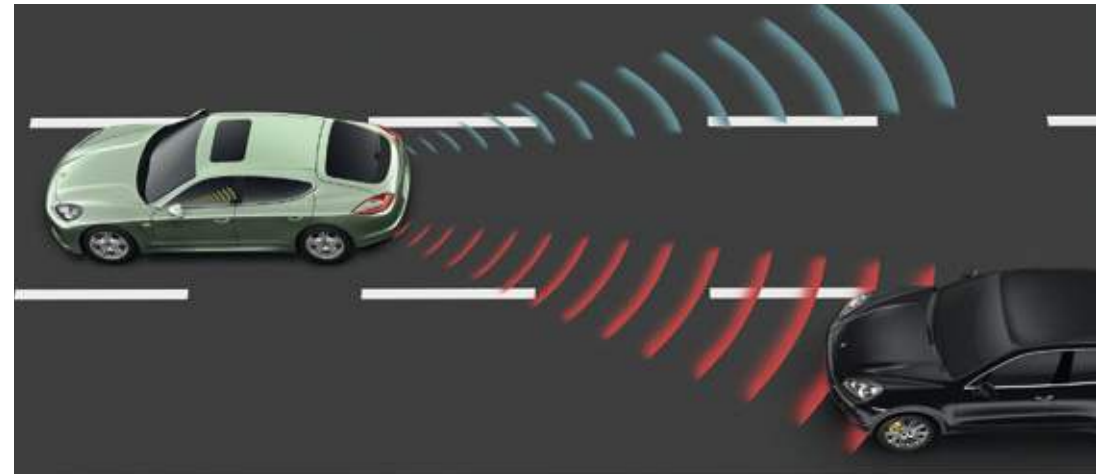
The optional reversing camera (only in conjunction with PCM and ParkAssist – front and rear) facilitates precise reverse parking and manoeuvring and also assists in hitching a trailer. Help is provided in the form of the camera image and the dynamic, superimposed guidelines on the PCM screen, which illustrate the predicted

course of the vehicle given the current position of the steering wheel.

Lane Change Assist (LCA).

The optional Lane Change Assist uses radar sensors to monitor the area behind the vehicle as well as the blind spot. At speeds of 30 km/h and above, the system alerts the driver if it detects a vehicle in the blind spot or approaching quickly from behind. This is done in the form of a visual warning in the exterior mirrors.

This enhances comfort and safety, particularly when driving on the motorway. However, LCA does not actively intervene to control the vehicle and can be deactivated at any time.



Lane Change Assist



Adaptive cruise control

The system now reduces the speed of your vehicle at a maximum rate of 3.5 m/s² by restricting the throttle or gently applying the brakes. This continues until the distance that you have preset is maintained. Your vehicle will now follow the one in front at a reduced speed. If the other vehicle decelerates further, adaptive cruise control will continue to reduce your cruising speed – even down to a halt. If heavier braking is required, the driver will have to intervene manually.

As soon as the road ahead clears, your vehicle will accelerate back up to the cruising speed originally set.

Slide/tilt sunroof.

The slide/tilt sunroof is available as an option for all Panamera models. It is made from tinted toughened safety glass and features a manually adjustable sliding sunscreen and remote closing function.

Cruise control.

Cruise control is fitted as standard for added driver comfort on long stretches of road. Cruise control operates in the 30 to 240 km/h speed range and is selected using a button on the steering column control stalk.

Adaptive cruise control.

Available as an option, this enhanced version of cruise control regulates the speed of your vehicle in line with the speed of the vehicle in front. A radar sensor inside the front centre air intake scans the road ahead up to a distance of 200 m. If you've selected a cruising speed but have begun to gain on the vehicle in front because it is driving more slowly, this is detected by the radar sensor.

Porsche Entry & Drive.

Standard in the Panamera Turbo models and optional for all other Panamera models, Porsche Entry & Drive is recognisable from the chrome surfaces on the door handles. Fumbling for your key is now a thing of the past.

Why? As soon as you touch the door handle, the system automatically checks the encrypted access code on the key in your pocket. Once the key is validated, the door unlocks. The engine can then be started and switched off using the electronic ignition switch.

To lock the vehicle, you simply press a button on the outside of the door handle. Porsche Entry & Drive then locks the vehicle and activates the engine immobiliser and steering column lock.

Anti-theft protection.

As standard, the Panamera models are protected by an immobiliser and an alarm system with ultrasonic interior surveillance. The system secures all four doors, the bonnet, the rear lid, the passenger compartment, the ignition and any trailer that may be attached.

For additional security, as soon as you remove the key, an electromechanical lock engages the steering column.

Preparation for Porsche Vehicle Tracking System (PPTS).

Factory-fitted as an option, this preparation enables future installation of a Porsche Vehicle Tracking System (PPTS) available from Porsche Tequipment. The system makes it possible to locate a stolen vehicle across most of the countries of Europe. The preparation package includes a special wiring loom and a tilt sensor for the alarm system.



Slide/tilt sunroof

**In the back: lots of room.
Right at the back: even more.**

Luggage compartment.



Luggage compartment with rear seat folded down



Luggage compartment of the Panamera S Hybrid with optional BOSE® Surround Sound System

Four adults, luggage for four, one sportscar. It really does work.

The luggage compartments in the Panamera, Panamera 4, Panamera Diesel, Panamera S

and Panamera 4S models have a capacity of 445 litres. In conjunction with the BOSE® Surround Sound System or Burmester® High-End Surround Sound System, they offer 432 litres of luggage

space, equal to the luggage capacity of the Panamera Turbo models. The Panamera S Hybrid has a luggage compartment capacity of 335 litres, or 317 litres* if the optional BOSE® Surround Sound System is installed. Ample space, for example, for four suitcases from the Driver's Selection by Porsche Design range – colour coordinated with the vehicle's exterior colour if you wish. What makes the storage space special is that the four suitcases can be stowed in such a way that you can remove whichever one you choose with ease – no reshuffling required. They can then be concealed using the retractable luggage compartment cover (fitted as standard) or the optional removable luggage compartment cover.

The key to this solution is the extraordinary height of the luggage compartment achieved through the special geometry of the rear lid and the large rear



screen. The wide opening angle of the rear lid facilitates convenient loading.

A rarely encountered feature in this vehicle class is the fully or split-folding rear seats. In the cargo position, the available luggage capacity in the Panamera, Panamera 4, Panamera Diesel, Panamera S and Panamera 4S

increases to 1,263 litres. In conjunction with the BOSE® Surround Sound System or Burmester® High-End Surround Sound System, the luggage compartment has a capacity of 1,250 litres, equal to that of the Panamera Turbo models. The Panamera S Hybrid has a capacity of 1,153 litres, or 1,135 litres* if the BOSE® Surround Sound System is installed.

A ski bag is available as an option and, to accommodate it, the centre section between the rear seats folds separately.

* On the Panamera S Hybrid, the subwoofer of the BOSE® Surround Sound System is located below the loading edge and consequently reduces the luggage compartment capacity.



Luggage compartment with retractable luggage compartment cover

The contents of the luggage compartment can be concealed using the detachable retractable luggage compartment cover provided as standard.

For extra protection, you could select the optional removable luggage compartment cover, which lifts up when the rear lid is opened, at which point it can be taken out.

A roll-up sunblind offered as an option is compatible with either luggage cover. Controlled electrically, it can be raised behind the rear seats for extra privacy.



Luggage compartment with removable luggage compartment cover



Electric roll-up sunblind for behind the rear compartment





Rear lid.

The rear lid is made of lightweight aluminium. It unlocks in response to the remote control or the button on the handle. Top-hinged, it features a wide opening for comfortable loading and an electric soft closing function facilitates closing.

Automatic rear lid.

An automatic rear lid with customisable opening angle is available as an option. It closes automatically when the button on the rear lid itself is pressed and opens in response to the dedicated button on the key remote and in the interior.

Roof transport system.

A luggage compartment capacity of up to 1,263 litres is plenty, you would have thought. You want more? No problem. An integrated roof rail system enables you to fit the optional roof transport system. It is then ready to hold any of the popular roof attachments available from Porsche Tequipment, e.g. ski holders and roof boxes. All load carrying components are made of aluminium. Maximum payload: 75 kg.

Towbar system.

Pulling loads is effortless thanks to the optional electrically extending towbar system, which is invisible when retracted. The towbar has a maximum trailer load of 2,200 kg for braked trailers and 750 kg for unbraked trailers. Maximum noseweight: 100 kg. Not available for the Panamera S Hybrid.



Roof transport system

Painting things in only the darkest colours isn't your style.

Colours.

The extensive colour range of the Panamera models offers no fewer than 17 exterior colours. Then there are seven interior colours and seven two-tone

combinations, plus eight interior packages in aluminium, carbon or a selection of woods.

If you can't find the colour you'd like for your Panamera model, we can probably mix it for you. For more information, see the Porsche Exclusive Panamera catalogue.

Using the Porsche Car Configurator at www.porsche.com, you can see how the available colours

would look on your car, not only on the exterior, but in the interior, too.

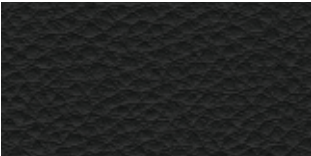


Panamera 4S



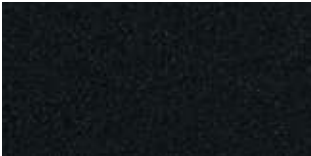
Panamera Turbo

**Standard interior colours. Leatherette/
leather/soft-touch paint.**



Black

Carpet.



Black

Rooflining.



Platinum Grey*



Platinum Grey



Platinum Grey



Platinum Grey



Luxor Beige



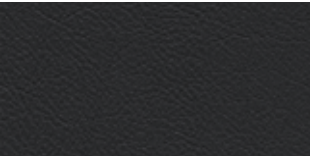
Luxor Beige



Luxor Beige

Standard interior colours: leather interior.

Leather/soft-touch paint.



Black

Carpet.

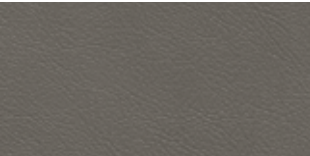


Black

Rooflining.



Platinum Grey*



Platinum Grey



Platinum Grey



Platinum Grey



Luxor Beige



Luxor Beige



Luxor Beige



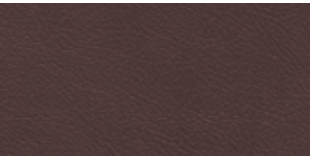
Yachting Blue



Yachting Blue



Platinum Grey



Marsala



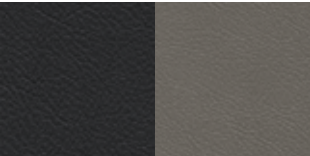
Marsala



Platinum Grey

Two-tone combinations: leather interior.

Leather/soft-touch paint.



Black/Platinum Grey

Carpet.

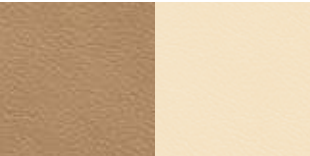


Platinum Grey**

Rooflining.



Platinum Grey*



Luxor Beige/Cream



Cream**



Cream



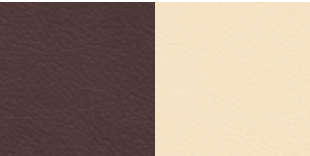
Yachting Blue/Cream



Cream**



Cream



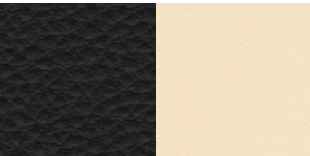
Marsala/Cream



Cream**



Cream



Black/Cream



Cream**



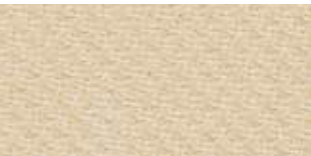
Cream



Agate Grey/Cream



Cream**



Cream

Natural leather interior.

Leather/soft-touch paint.



Espresso natural leather

Carpet.

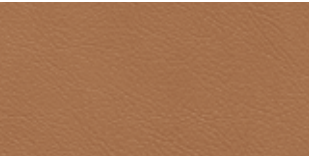


Espresso

Rooflining.



Platinum Grey



Cognac natural leather



Cognac



Cedar

Two-tone combination: natural leather interior.

Leather/soft-touch paint.



Cognac/Cedar natural leather

Carpet.



Cedar

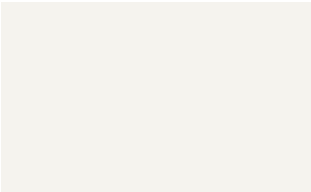
Rooflining.



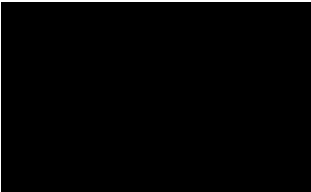
Cedar

* In black when selected in conjunction with rooflining in Alcantara (standard in the Panamera Turbo models).
** With two-tone combinations, the luggage compartment is always in the darker of the two colours.

Solid exterior colours.

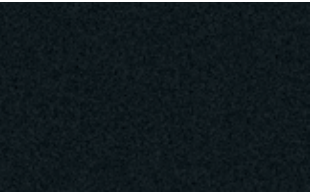


White

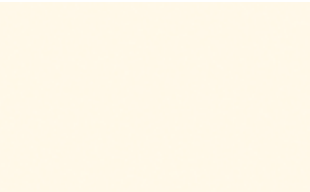


Black

Metallic exterior colours.



Basalt Black Metallic



Platinum Silver Metallic



Carbon Grey Metallic



Ruby Red Metallic



Dark Blue Metallic



Yachting Blue Metallic



Agate Grey Metallic



Topaz Brown Metallic

Special exterior colours.



Luxor Beige Metallic



Mahogany Metallic



Carmine Red



Crystal Green Metallic



Cognac Metallic



Amethyst Metallic

Interior packages.
Wood, carbon, aluminium.



Walnut (standard on the Panamera Turbo)*,**



Tineo*,**



Anthracite birch (standard on the Panamera Turbo S)*,**



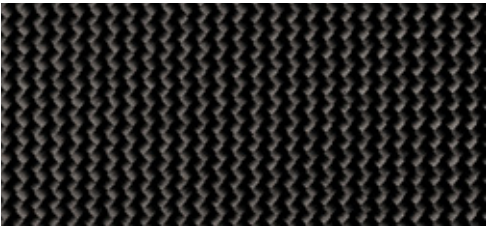
Natural olive**



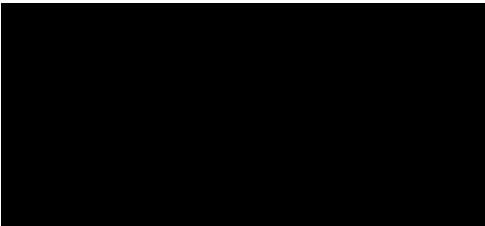
Yachting Mahogany*,**



Brushed aluminium



Carbon*



High-gloss black (standard)

* Also available on steering wheel.
** Since wood is a natural product, there may be variations in colour and grain.

Even if you set off without a particular destination in mind,
the journey makes the trip worthwhile.

Personalisation.

The standard specification of the Panamera model range may be second to none, but Porsche still gives you the opportunity to personalise your car to your own taste. There is a comprehensive range of individual items and equipment packages to choose from. For both the exterior and interior.

You will find more detailed information on the following pages and in the separate price list. These are not the only ways to style your Panamera to your personal preference. How about personalising your car at the factory through Porsche Exclusive, or why not consider our range of

aftermarket accessories from Porsche Tequipment? You will find plenty of inspiring ideas in all the relevant catalogues and your Porsche Centre will be happy to advise you.





Slide/tilt sunroof



ParkAssist (front)



Rear wiper

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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For more information on the options featured in this catalogue, please refer to the separate price list.

Option	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
Exterior.										
• Metallic paint	○	○	○	○	○	○	●	●	Code	130
• Special colours	○	○	○	○	○	○	○	○	Code	131
• Colours to sample	○	○	○	○	○	○	○	○	Code	
• SportDesign Package	○	○	○	○	○	○	○	○	XAP	
• Sideskirts	○	○	○	○	○	○	○	●	XAR	33
• Exterior package in black (high-gloss)	○	○	○	○	○	○	○	○	806	
• Porsche Entry & Drive	○	○	○	○	○	○	●	●	625	117
• Bi-Xenon headlights	○	○	○	●	●	●	●	●	601	79
• Bi-Xenon headlights including Porsche Dynamic Light System (PDLS)	○	○	○	○	○	○	●	●	603	81
• Automatically dimming exterior and interior mirrors	○	○	○	●	●	●	●	●	260/261	
• Deletion of model designation	A	A	A	A	A	A	A	A	498	
• ParkAssist (front and rear)	○	○	○	○	○	○	●	●	636	114
• ParkAssist (front and rear) with reversing camera	○	○	○	○	○	○	○	○	638	114
• Privacy glazing	○	○	○	○	○	○	○	○	866	97, 113
• Thermally and noise insulated glass	○	○	○	○	○	○	○	○	865	113
• Thermally and noise insulated glass including privacy glazing	○	○	○	○	○	○	○	○	864	113
• Electric slide/tilt glass sunroof	○	○	○	○	○	○	○	○	650	116, 134
• Rear wiper	○	○	○	○	○	●	○	○	425	134
• Roof transport system	○	○	○	○	○	○	○	○	549	123
• Automatic rear lid	○	○	○	○	○	○	○	○	867	123
• Electrically extending towbar system*	○	○	○	○	○	—	○	○	206	123
• Preparation for towbar system	○	○	○	○	○	—	○	○	216	
* Maximum trailer load 2,200 kg (braked)/750 kg (unbraked), maximum noseweight 100 kg.										

— not available ○ Optional equipment ● Standard A Available at no extra cost

Option

Engine, transmission and chassis.

	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
• Porsche Doppelkupplung (PDK) with Auto start/stop function	○	●	—	○	●	—	●	●	250	56
• Tiptronic S	—	—	●	—	—	●	—	—		55
• Porsche Ceramic Composite Brake (PCCB)	○	○	○	○	○	○	○	○	450	82, 137
• Porsche Active Suspension Management (PASM)	○	○	○	●	●	●	●	●	475	66
• Adaptive air suspension with PASM	○	○	○	○	○	●	●	●	350/351	67
• Porsche Dynamic Chassis Control (PDCC) with Porsche Torque Vectoring Plus (PTV Plus)	○	○	—	○	○	—	○	●	715	68
• Power Steering Plus	○	○	○	○	○	●	○	●	658	64
• Sport Chrono Package	○	○	○	○	○	○	○	●	640	72
• Sports exhaust system	○	○	—	○	○	—	○	●	176/XLF	53, 137
• Tailpipe trims on the sports exhaust system	—	—	—	—	—	—	○	—	186	137
• Sports tailpipes	○	○	—	○	○	—	○	—	XLR	137
• Tyre Pressure Monitoring (TPM)	○	○	○	●	●	●	●	●	482	65
• 100-litre fuel tank	○	○	○	○	○	●	○	●	081	
• Turbo Powerkit	—	—	—	—	—	—	○	—	X80	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.



Porsche Ceramic Composite Brake (PCCB)



Sport Chrono Package



Sports exhaust system on the Panamera, Panamera 4, Panamera S, Panamera 4S and Panamera Turbo



Sports tailpipes

— not available ○ Optional equipment ● Standard A Available at no extra cost



Panamera with 20-inch 911 Turbo II wheels



18-inch Panamera S wheel



19-inch Panamera Turbo wheel



19-inch Panamera Design wheel



20-inch RS Spyder Design wheel



20-inch 911 Turbo II wheel



20-inch Panamera Sport wheel

Option	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
Wheels.										
• 18-inch Panamera wheels	•	•	•	A	A	A	—	—		65
• 18-inch Panamera S wheels	○	○	○	•	•	•	—	—	413	65, 138
• 19-inch Panamera Turbo wheels	○	○	○	○	○	○	•	A	415	65, 138
• 19-inch Panamera Design wheels	○	○	○	○	○	○	○	A	416	138
• 20-inch RS Spyder Design wheels	○	○	○	○	○	○	○	A	417	138
• 20-inch 911 Turbo II wheels	○	○	○	○	○	○	○	•	418	65, 138
• 20-inch Panamera Sport wheels	○	○	○	○	○	○	○	○	XRW	138
• 20-inch Panamera Sport wheels painted	○	○	○	○	○	○	○	○	XRX	
• 20-inch Panamera Sport wheels painted black	○	○	○	○	○	○	○	○	XRY	
• Wheel centres with full-colour Porsche Crest	○	○	○	○	○	○	○	•	446	138
• All-season tyres for 19-inch alloy wheels	A	A	A	A	A	A	A	A	235	
• All-season tyres for 19-inch alloy wheels (low rolling resistance version)	○	○	○	○	○	○	○	○	237	65
• All-season tyres for 20-inch alloy wheels	○	○	○	○	○	○	○	○	234	65
• Spacers for rear axle, 5 mm	○	○	○	○	○	○	○	•	856	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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— not available ○ Optional equipment • Standard A Available at no extra cost

Option

Interior.

	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
• Soft Close doors*	○	○	○	○	○	○	○	○	885	94
• Rear interior lighting package	○	○	○	○	○	○	○	○	630	96, 141
• HomeLink® (programmable garage door opener)	○	○	○	○	○	○	○	○	608	114
• Multifunction steering wheel	○	○	○	●	●	●	●	●	844	59
• SportDesign steering wheel (only in conjunction with PDK/Tiptronic S)	○	○	○	○	○	○	○	○	840	59
• SportDesign steering wheel (only in conjunction with PDK/Tiptronic S) with rim in Alcantara	○	○	○	○	○	○	○	○	843	
• Steering wheel heating	○	○	○	○	○	○	○	○	345	
• Adaptive cruise control	○	○	○	○	○	○	○	○	456	116, 141
• Lane Change Assist	○	○	○	○	○	○	○	○	457	115
• Driver memory package	○	○	○	○	○	—	—	—	537	98
• 14-way power seats with memory package	○	○	○	○	○	●	●	●	P80	98, 141
• Adaptive sports seats with memory package	○	○	○	○	○	○	○	○	P81	99
• 8-way power seats (rear)	○	○	○	○	○	○	○	○	834	100
• 8-way power seats (rear) with comfort headrests	○	○	○	○	○	○	○	○	834	96, 100
• 8-way power seats (rear) (in conjunction with large centre console)	○	○	○	○	○	○	○	○	836	
• 8-way power seats (rear) with comfort headrests (in conjunction with large centre console)	○	○	○	○	○	○	○	○	836	142
• 8-way power seats (rear) (in conjunction with adaptive sports seats)	○	○	○	○	○	○	○	○	835	

* Available from 12/2012 at the earliest.

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.



Adaptive cruise control



Comfort memory package



Rear interior lighting package

– not available ○ Optional equipment ● Standard A Available at no extra cost



Four-zone climate control



8-way power seats (rear) with seat ventilation and comfort headrests, large rear centre console

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue. For information on these options, please consult your Porsche Centre. For more information on the options featured in this catalogue, please refer to the separate price list.

Option	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
Interior.										
• Side airbags in the rear compartment	○	○	○	○	○	○	○	○	565	85
• Seat heating (front)	○	○	○	●	●	●	—	—	342	100
• Seat heating (front and rear)	○	○	○	○	○	○	●	●	343	100
• Seat ventilation (front)	○	○	○	○	○	○	○	○	541	100
• Seat ventilation (front and rear)	○	○	○	○	○	○	○	○	542	100
• ISOFIX child seat mounting points on front passenger seat	○	○	○	○	○	○	○	○	899	98
• Removable luggage compartment cover	○	○	○	○	○	○	○	○	869	120
• Ski bag	○	○	○	○	○	○	○	○	213	119
• Floor mats	○	○	○	○	○	○	○	○	810	
• Four-zone climate control	○	○	○	○	○	○	○	○	576	112, 142
• Auxiliary heating	○	○	○	○	○	—	○	○	851	
• Fire extinguisher	○	○	○	○	○	○	○	○	509	
• Large rear centre console	○	○	○	○	○	○	○	○	838	100, 142
• Cooling compartment in the rear	○	○	○	○	○	○	○	○	CZK	
• Electric roll-up sunblind for behind rear compartment	○	○	○	○	○	○	○	○	862	120
• Electric roll-up sunblind for rear side windows	○	○	○	○	○	○	○	○	861	
• Two fold-out cupholders above glove compartment	A	A	A	A	A	A	A	A	585	94
• Preparation for Porsche Vehicle Tracking System (PVTs)	○	○	○	○	○	○	○	○	674	117

— not available ○ Optional equipment ● Standard A Available at no extra cost

Option

Interior: leather and natural leather.

	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
• Leather interior										
– smooth-finish leather in standard colour	○	○	○	○	○	○	●	●	A Code	148
– in two-tone combination	○	○	○	○	○	○	○	○	● Code	145, 148
– in natural leather	○	○	○	○	○	○	○	○	Code	97
– in two-tone combination natural leather	○	○	○	○	○	○	○	○	Code	145, 149
• Soft ruffled leather on seats (in conjunction with standard interior)	○	○	○	○	○	○	—	—	947	
• Soft ruffled leather on seats (in conjunction with leather interior)	○	○	○	○	○	○	○	○	982	
• Rooflining in Alcantara	○	○	○	○	○	○	●	●	594	97
• Porsche Crest embossed on headrests (front)	○	○	○	○	○	○	○	○	● XYV	
• Porsche Crest embossed on headrests (front and rear)	○	○	○	○	○	○	○	○	XYW	

Black (high-gloss) interior.

• Black (high-gloss) interior package	●	●	●	●	●	●	A	A	817	25
---------------------------------------	---	---	---	---	---	---	---	---	-----	----

Yachting Mahogany interior.

• Yachting Mahogany interior package	○	○	○	○	○	○	○	○	XZY	145
• Heated multifunction steering wheel in Yachting Mahogany	○	○	○	○	○	○	○	○	XZZ	145
• Rooflining grab rails in Yachting Mahogany	○	○	○	○	○	○	○	○	CZH	



Interior in two-tone combination (Marsala/Cream), carbon interior package and other optional equipment



Interior in two-tone combination (Yachting Blue/Cream), Yachting Mahogany interior package and other optional equipment

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
For information on these options, please consult your Porsche Centre.
For more information on the options featured in this catalogue, please refer to the separate price list.

– not available ○ Optional equipment ● Standard A Available at no extra cost

Option	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
Walnut interior.										
• Walnut interior package	○	○	○	○	○	○	●	A	821	149
• Heated multifunction steering wheel in walnut	○	○	○	○	○	○	○	○	842	149
Tineo interior.										
• Tineo interior package	○	○	○	○	○	○	A	A	822	149
• Heated multifunction steering wheel in tineo	○	○	○	○	○	○	○	○	849	149
Anthracite birch interior.										
• Anthracite birch interior package	○	○	○	○	○	○	A	●	823	147
• Heated multifunction steering wheel in anthracite birch	○	○	○	○	○	○	○	○	848	147
Natural olive interior.										
• Natural olive interior package (ash in olive grain)	○	○	○	○	○	○	○	○	824	147
Carbon interior.										
• Carbon interior package	○	○	○	○	○	○	○	○	819	145, 148
• Heated multifunction steering wheel in carbon	○	○	○	○	○	○	○	○	845	148
Aluminium interior.										
• Brushed aluminium interior package	○	○	○	○	○	○	A	A	818	148
• PDK gear selector in aluminium	○	○	—	○	○	—	○	○	XYA	148
• Additional door sill guards in brushed aluminium	○	○	○	○	○	○	○	○	597	

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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Interior in two-tone combination (Yachting Blue/Cream), anthracite birch interior package with other optional equipment



Interior in Luxor Beige, natural olive interior package with other optional equipment



Interior in two-tone combination (Luxor Beige/Cream), carbon interior package with other optional equipment



Interior in Platinum Grey, walnut interior package with other optional equipment



Leather interior in Yachting Blue, brushed aluminium interior package with other optional equipment



Interior in two-tone combination (Cognac and Cedar natural leather), tinea interior package with other optional equipment

– not available ○ Optional equipment ● Standard A Available at no extra cost

Option	Panamera	Panamera 4	Panamera Diesel	Panamera S	Panamera 4S	Panamera S Hybrid	Panamera Turbo	Panamera Turbo S	I no.	Page
Audio and communication options for vehicles with CDR audio system.										
• Mobile phone preparation*,**	○	○	○	○	○	○	—	—	619	106
• BOSE® Surround Sound System	○	○	○	○	○	○	—	—	680	108
• Burmester® High-End Surround Sound System	○	○	○	○	○	—	—	—	682	110
• Porsche Rear Seat Entertainment	○	○	○	○	○	○	—	—	CEU	106
• Six-disc CD autochanger***	○	○	○	○	○	○	—	—	692	102
• Universal audio interface (AUX)	○	○	○	○	○	○	—	—	870	106
Audio and communication options for vehicles with PCM.										
• Porsche Communication Management (PCM) with navigation module***	○	○	○	○	○	○	●	●	P23	102
• Electronic logbook	○	○	○	○	○	○	○	○	641	104
• Voice control system	○	○	○	○	○	○	○	○	671	104
• TV tuner	○	○	○	○	○	○	○	○	676	104
• Telephone module with cordless handset*,**	○	○	○	○	○	○	○	○	669	104, 151
• Additional charging cradle for active handset in the rear compartment	○	○	○	○	○	○	○	○	626	
• Mobile phone preparation*,**	○	○	○	○	○	○	○	○	619	106
• Porsche Rear Seat Entertainment	○	○	○	○	○	○	○	○	CEU	106
• BOSE® Surround Sound System	○	○	○	○	○	○	●	●	680	108
• Burmester® High-End Surround Sound System	○	○	○	○	○	—	○	○	682	110
• Six-disc CD/DVD autochanger***	○	○	○	○	○	○	○	○	693	103
• Universal audio interface (AUX, USB, iPod®)****	○	○	○	○	○	○	○	○	870	106
• Online Services*****	○	○	○	○	○	○	○	○	UN1	106

The vehicles illustrated in the chapter on personalisation may include additional options not featured in this catalogue.
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For more information on the options featured in this catalogue, please refer to the separate price list.



Cordless handset



BOSE® Surround Sound System



Burmester® High-End Surround Sound System

* For information on compatible mobile phones, please contact your Porsche Centre or visit www.porsche.com.
** Mobile phone preparation or telephone module with cordless handset in HFP mode: The use of a mobile phone inside a car may cause an increase in the interior electromagnetic field strength and, accordingly, in the electromagnetic radiation to which passengers are exposed (within the permissible limit values for mobile phones). The use of the telephone module for PCM via Bluetooth® SAP connection or with inserted SIM card helps to prevent exposure to electromagnetic radiation as only the car's external aerial is ever used.
*** May be incompatible with some copy-protected CDs.
**** For information on compatibility with iPod® models, please contact your Porsche Centre.
***** Available from 11/2012 at the earliest.



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Summary

Four doors. Four seats. Sportscar technology for four. With luggage and without compromise. This is our contribution to the premium class. Or more precisely, to driving in the premium class. We've discovered that some extra sporty dynamics wouldn't go amiss.

Engine		Panamera	Panamera 4
Cylinders		6	6
Displacement		3,605 cm³	3,605 cm³
Max. power (DIN) at rpm		220 kW (300 hp) 6,200	220 kW (300 hp) 6,200
Max. torque at rpm		400 Nm 3,750	400 Nm 3,750
Compression ratio		12.5 : 1	12.5 : 1
Transmission			
Layout		Rear-wheel drive	All-wheel drive
Manual gearbox (6-speed)		Standard	–
Tiptronic S (8-speed)		–	–
PDK (7-speed)		Optional	Standard
Chassis			
Front axle		Fully independent large-format double wishbone suspension	Fully independent large-format double wishbone suspension
Rear axle		Fully independent multi-link suspension	Fully independent multi-link suspension
Steering		Power-assisted (hydraulic)	Power-assisted (hydraulic)
Brakes		Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS	Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS
Wheels	Front:	8 J x 18 ET 59	8 J x 18 ET 59
	Rear:	9 J x 18 ET 53	9 J x 18 ET 53
Tyres	Front:	245/50 ZR 18	245/50 ZR 18
	Rear:	275/45 ZR 18	275/45 ZR 18

Engine		Panamera Diesel	Panamera S
Cylinders		6	8
Displacement		2,967 cm³	4,806 cm³
Max. power (DIN) at rpm		184 kW (250 hp) 3,800–4,400	294 kW (400 hp) 6,500
Max. torque at rpm		550 Nm 1,750–2,750	500 Nm 3,500–5,000
Compression ratio		16.8 : 1	12.5 : 1
Transmission			
Layout		Rear-wheel drive	Rear-wheel drive
Manual gearbox (6-speed)		–	Standard
Tiptronic S (8-speed)		Standard	–
PDK (7-speed)		–	Optional
Chassis			
Front axle		Fully independent large-format double wishbone suspension	Fully independent large-format double wishbone suspension
Rear axle		Fully independent multi-link suspension	Fully independent multi-link suspension
Steering		Power-assisted (hydraulic)	Power-assisted (hydraulic)
Brakes		Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS	Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS
Wheels	Front:	8 J x 18 ET 59	8 J x 18 ET 59
	Rear:	9 J x 18 ET 53	9 J x 18 ET 53
Tyres	Front:	245/50 ZR 18	245/50 ZR 18
	Rear:	275/45 ZR 18	275/45 ZR 18

Some items of equipment featured on or in the vehicles in this catalogue are available as extra-cost options only. All information regarding construction, features, design, performance, dimensions, weights, fuel consumption and running costs was correct to the best of our knowledge at the time of going to print. Subject to change without notice.

Engine		Panamera 4S	Panamera S Hybrid
Cylinders		8	6
Displacement		4,806 cm ³	2,995 cm ³
Max. power (DIN) at rpm		294 kW (400 hp) 6,500	245 kW (333 hp) 5,500–6,500
Max. torque at rpm		500 Nm 3,500–5,000	440 Nm 3,000–5,250
Compression ratio		12.5 : 1	10.5 : 1
Max. power of electric motor at rpm		–	34 kW (47 hp) > 1,150
Max. torque of electric motor at rpm		–	300 Nm < 1,150
Max. power of parallel full hybrid at rpm		–	279 kW (380 hp) at 5,500
Max. torque of parallel full hybrid at rpm		–	580 Nm at 1,000
Transmission			
Layout		All-wheel drive	Rear-wheel drive
Manual gearbox (6-speed)		–	–
Tiptronic S (8-speed)		–	Standard
PDK (7-speed)		Standard	–
Chassis			
Front axle		Fully independent large-format double wishbone suspension	Fully independent large-format double wishbone suspension
Rear axle		Fully independent multi-link suspension	Fully independent multi-link suspension
Steering		Power-assisted (hydraulic)	Power-assisted (hydraulic)
Brakes		Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS	Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS
Wheels	Front:	8 J x 18 ET 59	8 J x 18 ET 59
	Rear:	9 J x 18 ET 53	9 J x 18 ET 53
Tyres	Front:	245/50 ZR 18	245/50 ZR 18
	Rear:	275/45 ZR 18	275/45 ZR 18

Engine		Panamera Turbo	Panamera Turbo S
Cylinders		8	8
Displacement		4,806 cm ³	4,806 cm ³
Max. power (DIN) at rpm		368 kW (500 hp) 6,000	405 kW (550 hp) 6,000
Max. torque at rpm		700 Nm 2,250–4,500	750 Nm (800 Nm*) 2,250–4,500
Compression ratio		10.5 : 1	10.5 : 1
Transmission			
Layout		All-wheel drive	All-wheel drive
Manual gearbox (6-speed)		–	–
Tiptronic S (8-speed)		–	–
PDK (7-speed)		Standard	Standard
Chassis			
Front axle		Fully independent large-format double wishbone suspension	Fully independent large-format double wishbone suspension
Rear axle		Fully independent multi-link suspension	Fully independent multi-link suspension
Steering		Power-assisted (hydraulic)	Power-assisted (hydraulic)
Brakes		Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS	Six-piston aluminium monobloc fixed brake callipers at front, four-piston aluminium monobloc brakes at rear, internally vented discs, ABS
Wheels	Front:	9 J x 19 ET 60	9,5 J x 20 ET 65
	Rear:	10 J x 19 ET 61	11 J x 20 ET 68
Tyres	Front:	255/45 ZR 19	255/40 ZR 20
	Rear:	285/40 ZR 19	295/35 ZR 20

* With overboost.

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	Panamera Manual/PDK	Panamera 4 PDK
Unladen weight		
DIN	1,730 kg/1,760 kg	1,820 kg
EC*	1,805 kg/1,835 kg	1,895 kg
Permissible gross weight	2,335 kg/2,365 kg	2,400 kg
Max. payload	605 kg/605 kg	580 kg
Performance	Manual/PDK	PDK
Top speed	261 km/h/ 259 km/h	257 km/h
0–100 km/h	6.8 secs/6.3 secs	6.1 secs
0–100 km/h with Sport Chrono Package	6.8 secs/6.1 secs	5.9 secs
Flexibility (80–120 km/h) in 5th gear	8.4 secs/–	–
In-gear acceleration (80–120 km/h)	–/4.3 secs	4.4 secs
Fuel consumption/emissions/ Efficiency class**	Manual/PDK	PDK
Urban in l/100 km	16.4 (16.1***)/12.7 (12.5***)	12.8 (12.7***)
Extra urban in l/100 km	7.8 (7.6***)/6.9 (6.8***)	7.2 (6.9***)
Combined in l/100 km	11.3 (11.1***)/9.3 (9.1***)	9.6 (9.4***)
CO ₂ emissions g/km	265 (260***)/218 (213***)	225 (220***)
Efficiency class Germany****	G/F (G/E***)	F (E***)
Efficiency class Switzerland****	G/G (G/G***)	G (G***)
Dimensions		
Length	4,970 mm	4,970 mm
Width (including exterior mirrors)	1,931 mm (2,114 mm)	1,931 mm (2,114 mm)
Height	1,418 mm	1,418 mm
Wheelbase	2,920 mm	2,920 mm
Luggage compartment volume (VDA)	445 litres	445 litres
with rear seats folded down (VDA)	1,263 litres	1,263 litres
Fuel capacity/reserve	80 litres	80 litres

* Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

** Data determined for standard specification and in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Special equipment may affect fuel consumption and performance. The fuel consumption and CO₂ emissions of a vehicle depend not only on the efficient use of fuel by the vehicle but also on the driving style and other non-technical factors. The latest petrol-engined Porsche models are designed for fuel with up to 10% ethanol content. You can obtain further information about individual vehicles from your Porsche Centre.

	Panamera Diesel Tiptronic S	Panamera S Manual/PDK
Unladen weight		
DIN	1,880 kg	1,770 kg/1,800 kg
EC*	1,955 kg	1,845 kg/1,875 kg
Permissible gross weight	2,500 kg	2,375 kg/2,405 kg
Max. payload	620 kg	605 kg/605 kg
Performance	Tiptronic S	Manual/PDK
Top speed	242 km/h	285 km/h/ 283 km/h
0–100 km/h	6.8 secs	5.6 secs/5.4 secs
0–100 km/h with Sport Chrono Package	6.8 secs	5.6 secs/5.2 secs
Flexibility (80–120 km/h) in 5th gear	–	7.0 secs/–
In-gear acceleration (80–120 km/h)	4.5 secs	–/3.2 secs
Fuel consumption/emissions/ Efficiency class**	Tiptronic S	Manual/PDK
Urban in l/100 km	8.1 (7.8***)	18.8 (18.5***)/15.3 (14.9***)
Extra urban in l/100 km	5.6 (5.5***)	8.9 (8.7***)/7.8 (7.5***)
Combined in l/100 km	6.5 (6.3***)	12.5 (12.3***)/10.5 (10.3***)
CO ₂ emissions g/km	172 (167***)	293 (288***)/247 (242***)
Efficiency class Germany****	C (B***)	G/G (G/G***)
Efficiency class Switzerland****	C (C***)	G/G (G/G***)
Dimensions		
Length	4,970 mm	4,970 mm
Width (including exterior mirrors)	1,931 mm (2,114 mm)	1,931 mm (2,114 mm)
Height	1,418 mm	1,418 mm
Wheelbase	2,920 mm	2,920 mm
Luggage compartment volume (VDA)	445 litres	445 litres
with rear seats folded down (VDA)	1,263 litres	1,263 litres
Fuel capacity/reserve	80 litres	80 litres

*** In conjunction with 19-inch all-season tyres (low-rolling resistance version).

**** Valid in countries listed only.

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	Panamera 4S	Panamera S Hybrid
	PDK	Tiptronic S
Unladen weight		
DIN	1,860 kg	1,980 kg
EC*	1,935 kg	2,055 kg
Permissible gross weight	2,440 kg	2,485 kg
Max. payload	580 kg	505 kg
Performance	PDK	Tiptronic S
Top speed	282 km/h	270 km/h
0–100 km/h	5.0 secs	6.0 secs
0–100 km/h with Sport Chrono Package	4.8 secs	6.0 secs
Flexibility (80–120 km/h) in 5th gear	–	–
In-gear acceleration (80–120 km/h)	3.3 secs	3.9 secs
Fuel consumption/emissions/ Efficiency class**	PDK	Tiptronic S
Urban in l/100 km	16.0 (15.7***)	7.6 (7.4***)
Extra urban in l/100 km	7.9 (7.7***)	6.8 (6.6***)
Combined in l/100 km	10.8 (10.6***)	7.1 (6.8***)
CO ₂ emissions g/km	254 (249***)	167 (159***)
Efficiency class Germany****	G (G***)	B (A***)
Efficiency class Switzerland****	G (G***)	C (C***)
Dimensions		
Length	4,970 mm	4,970 mm
Width (including exterior mirrors)	1,931 mm (2,114 mm)	1,931 mm (2,114 mm)
Height	1,418 mm	1,418 mm
Wheelbase	2,920 mm	2,920 mm
Luggage compartment volume (VDA)	445 litres	335 litres
with rear seats folded down (VDA)	1,263 litres	1,153 litres
Fuel capacity/reserve	100 litres	80 litres

* Weight is calculated in accordance with the relevant EC Directives and is valid for vehicles with standard specification only. Optional equipment increases this figure. The figure given includes 68 kg for the driver and 7 kg for luggage.

** Data determined for standard specification and in the NEDC (New European Driving Cycle) in accordance with the Euro 5 (715/2007/EC, 692/2008/EC, 566/2011/EC and ECE-R 101) measurement method. The figures do not refer to an individual vehicle nor do they constitute part of the offer. They are intended solely as a means of comparing different types of vehicle. Special equipment may affect fuel consumption and performance. The fuel consumption and CO₂ emissions of a vehicle depend not only on the efficient use of fuel by the vehicle but also on the driving style and other non-technical factors. The latest petrol-engined Porsche models are designed for fuel with up to 10% ethanol content. You can obtain further information about individual vehicles from your Porsche Centre.

	Panamera Turbo	Panamera Turbo S
	PDK	PDK
Unladen weight		
DIN	1,970 kg	1,995 kg
EC*	2,045 kg	2,070 kg
Permissible gross weight	2,500 kg	2,500 kg
Max. payload	530 kg	505 kg
Performance	PDK	PDK
Top speed	303 km/h	306 km/h
0–100 km/h	4.2 secs	–
0–100 km/h with Sport Chrono Package	4.0 secs	3.8 secs
Flexibility (80–120 km/h) in 5th gear	–	–
In-gear acceleration (80–120 km/h)	2.7 secs	2.6 secs
Fuel consumption/emissions/ Efficiency class**	PDK	PDK
Urban in l/100 km	17.0 (16.7***)	17.0 (16.7***)
Extra urban in l/100 km	8.4 (8.3***)	8.4 (8.3***)
Combined in l/100 km	11.5 (11.3***)	11.5 (11.3***)
CO ₂ emissions g/km	270 (265***)	270 (265***)
Efficiency class Germany****	G (G***)	G (G***)
Efficiency class Switzerland****	G (G***)	G (G***)
Dimensions		
Length	4,970 mm	4,970 mm
Width (including exterior mirrors)	1,931 mm (2,114 mm)	1,931 mm (2,114 mm)
Height	1,418 mm	1,418 mm
Wheelbase	2,920 mm	2,920 mm
Luggage compartment volume (VDA)	432 litres	432 litres
with rear seats folded down (VDA)	1,250 litres	1,250 litres
Fuel capacity/reserve	100 litres	100 litres

*** In conjunction with 19-inch all-season tyres (low-rolling resistance version).

**** Valid in countries listed only.

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Term	Page										
A		D		I		P		R		T	
Active bonnet system	84	Direct diesel injection		Interior lighting	96	Parallel full hybrid	30, 46	Radio	102	Technical data	158
Adaptive air suspension	67	(common-rail injection system)	51	Interior packages	132, 144	ParkAssist	114	Rain sensor	113	Thermally insulated glass	113
Adaptive cruise control	116	Direct fuel injection (DFI)	51	Interior	16, 94, 125, 140	Parking brake, electric	82	Rear lid	122	Tiptronic S	55
Airbags	85					Payload	162–165	Recuperation	49	Touchscreen	102
All-wheel drive	60	E		L		Personalisation	133	Recycling	88	Towbar system	123
Anti-theft protection	117	Electric motor	46	Lane Change Assist (LCA)	115	Porsche Active Suspension		Reversing camera	115	Transmission	54
Audio systems	102, 150	Emission control	87	Launch Control	74	Management (PASM)	66	Roll-up sunblind	97, 120	TV tuner	104
Auto start/stop function	50	Engines	38	Levelling system	67	Porsche Ceramic Composite		Roof transport systems	123	Tyre Pressure	
Axle concept	64	Environment	86	Light-alloy construction	84, 88	Brake (PCCB)	82			Monitoring (TPM)	65
		E-Power button	46	Lighting concept	78	Porsche Communication		S			
B		E-Power meter	49	Lights	78	Management (PCM)	102	Safety	78	U	
Battery management	46	Exhaust system	53	Loading options	118	Porsche Doppelkupplung		Seats	98	Universal audio interface	106
Body engineering	84	Exterior	14, 135	Luggage compartment	118	(PDK)	56	Servicing	91		
BOSE® Surround Sound						Porsche Dynamic Chassis		Slid/tilt sunroof	116, 134	V	
System	108	F		M		Control (PDCC)	68	SPORT button	50, 72	V6 engines	40
Brakes	82	Factory collection	153	Manual gearbox	54	Porsche Dynamic Light System		Sport Chrono Package	72	V8 engines	42
Burmester® High-End		Fuel system	90	MP3	103, 106	(PDLS)	81	SportDesign steering wheel	59	Variable camshaft control	52
Surround Sound System	110			Multifunction		Porsche Entry & Drive	117	Sports exhaust system	53, 137	Variable turbine geometry	
		G		steering wheel	58, 95	Porsche Rear Seat		Sports steering wheel	58	(VTG)	41
C		GPS navigation system	103, 104			Entertainment	106	Steering	64	VarioCam Plus	52
CD/DVD autochanger	102, 103			N		Porsche Side Impact				Voice control system	104
Ceramic brake	82	H		Navigation	102	Protection System (POSIP)	85			W	
Chassis	62	Headlight cleaning system	78			Porsche Stability				Water-repellent side	
Child seats	98, 100	Headlights	78	O		Management (PSM)	70			windows	113
Climate control	112	Height adjustment	67	Oil supply	40–44	Porsche Torque Vectoring Plus				Wheels	65, 138
Coasting	48	High-voltage nickel-metal-		On-board computer	98	(PTV Plus)	68				
Colours	124	hydride battery	46			Porsche Traction					
Common-rail injection system	51	HomeLink® (programmable				Management (PTM)	60				
Cruise control	116	garage door opener)	114			Power boost	136				
		Hybrid module	46			Power output	40–46				
						Power Steering Plus	64				
						Preparation for Porsche					
						Vehicle Tracking System					
						(PVTs)	117				
						Privacy glazing	113				

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