PORSCHE

2012 Porsche Panamera Sports Sedan

Porsche adds Turbo S and S Hybrid models To Panamera lineup

The Porsche Panamera sports sedan lineup expands for the 2012 model year with the addition of two new variants – the Panamera Turbo S and the Panamera S Hybrid.

The Panamera Turbo S adds 50 horsepower and 35 lb. ft. of torque to the 500 hp and 517 lb. ft already available in the Panamera Turbo. The increase in output makes the Porsche Panamera Turbo S capable of sprinting to 60 miles per hour in 3.6 seconds (two-tenths of a second faster than the Panamera Turbo), completing a standing quarter-mile in 11.8 seconds and achieving a top track speed of 190 miles per hour – all with out any penalty in fuel economy.

The Panamera S Hybrid uses a supercharged gasoline-fueled V6 engine coupled with an electric motor and nickel-metal hydride battery pack to provide 380 horsepower and 428 pound-feet of torque. With this system, the car is capable of accelerating from 0 to 60 miles per hour in 5.7 seconds, a top track speed of 167 miles per hour and a U.S. EPA highway fuel economy label value of 30 miles per gallon, the best figure ever for a Porsche vehicle.

Seven Panamera models for 2012

Introduced to the world at Auto Shanghai in 2009, the Porsche Panamera is the first Porsche sports sedan. The car couples sports-car technology and dynamics with comfort and everyday practicality without compromise. Designed to accommodate four adult occupants and their luggage in truly spacious comfort, the Panamera is unlike any other automobile with four doors.

The new Panamera Turbo S and S Hybrid join a lineup that already includes the Panamera, Panamera 4, Panamera S, Panamera 4S, and Panamera Turbo. The Porsche Panamera Sport Sedan is now available in seven variations:

- Panamera, with rear-wheel drive and a 300-horsepower V6 – the first V6 ever developed by Porsche

- Panamera 4, which adds active all-wheel drive to the Panamera package
- Panamera S, with a 400-horsepower 4.8-liter V8 powering its rear wheels
- Panamera 4S with the S powertrain and active all-wheel drive
- Panamera S Hybrid, combining internal combustion and electric power plants to produce 380 horsepower, 428 pound-feet of torque, a top track speed of more than 165 miles per hour and is U.S. Environmental Protection Agency (EPA) rated at 22 mpg city and 30 highway
- Panamera Turbo with twin turbochargers boosting the V8's output to 500 horsepower, which is distributed through active all-wheel drive
- Panamera Turbo S with optimized turbochargers and engine management software boosting output of the V8 to 550 horsepower and, in "overboost" conditions, as much as 590 pound-feet of torque.

Model Year 2012 Changes

- Lane Change Assistant available
- Paint-to-sample now available
- Leather-to-sample now available
- Jet Green metallic paint discontinued
- New paint finishes on wheels
- Coat hooks located on B-pillar
- Porsche Exclusive options: Bi-XENON Headlight surrounds in black, Sports Exhaust Tailpipes, new Interior leather packages

Porsche Intelligent Performance: sporting, light, efficient

Regardless of which version, all Panamera models exemplify the automaker's commitment to the Porsche Intelligent Performance philosophy – more power on less fuel, increased efficiency, and lower CO2 emissions.

This is achieved in many ways, and the new Panamera S Hybrid is only the most obvious example. For the 2012 model year, all other Panamera Sport Sedan models will be equipped with a seven-speed Porsche-Doppelkupplungsgetriebe (PDK) double-clutch gearbox with Auto Start/Stop technology.

PDK combines the driving dynamics and mechanical efficiency of a manual gearbox with the comfort and convenience of a conventional automatic transmission, offering instantaneous gear changes without noticeable interruption of traction and drive power. With the freedom to select either manual or automatic mode, PDK allows the driver to select the most sporting or a more comfort-oriented driving experience.

As on Porsche's two-door sports cars, the driver operates the PDK either through the center console gear selector or via two push-pull switches mounted on the steering wheel. Meanwhile, Auto Start/Stop conserves more fuel and reduces emissions by turning off the engine when it is not needed, such as while sitting at a stop light. Audio and communication systems remain in full operation even when the engine is off, and the heat/ventilation/air conditioning system maintains cabin temperature.

However, as the driver releases the brake pedal, the Auto Start/Stop instantly restarts the engine. The engine also automatically restarts should additional electrical power be needed to keep the various occupant comfort systems engaged.

Launched in the United States in October 2009, Porsche's revolutionary Panamera Sports Sedan was created as a completely new vehicle: a true four-door Porsche sports car unique from anything else on the road.

Unlike its potential competitors, the Panamera was not based on the platform of an existing model, but was built from the ground up to provide Porsche driving dynamics and performance while simultaneously surrounding its occupants in luxury and comfort while respecting the environment.

For example, the Panamera also makes extensive use of aluminum, magnesium, and other lightweight materials, and is equipped with various technologies designed to enhance fuel economy while providing the assertive driving experience expected by Porsche drivers.

Turbo S model boasts 550 horsepower

Compared to the already outstanding Porsche Panamera Turbo, the Panamera Turbo S provides an additional 50 horsepower, a more than 7 percent boost in torque, quicker acceleration, and a higher top speed, all without any penalty in fuel economy.

517 lb. ft. 553 lb. ft or 590 lb. ft. with overboost

The Porsche Panamera Turbo S is capable of accelerating to 60 miles per hour in 3.6 seconds (two-tenths of a second faster than the Panamera Turbo), can reach 100 miles per hour on the track in 8.3 seconds, complete a standing quarter-mile in 11.8 seconds, and achieve a top track speed of 190 miles per hour.
And yet, this amazing car is EPA rated at 15 mpg in city driving and at 23 mpg at highway speeds.

At the heart of the new Panamera Turbo S are new and innovative turbocharger units for the 4.8-liter V8 engine. Optimized by new engine management software, the new turbo hardware provides more agile response from the powerplant.

The new boosters employ components made from a titanium and aluminum alloy, enabling the turbine wheels and impellers to reach full operating speed in 30 percent less time and to increase engine output to 550 horsepower and 553 pound-feet of torque – with more torque available during an "overboost" engagement.

Not only are the internal workings and components of the turbochargers new, but so is the car's underhood appearance, thanks to a new engine cover that punctuates a titanium-look engine cover with carbon fiber accents.

Distinctive look, inside and out

But you don't have to open the hood to see the visual distinction of the new Panamera Turbo S, nor do you have to walk to the rear of the car, where the logotype proclaims "Panamera Turbo S." Rocker panel side skirts previously reserved for the Porsche Exclusive program give the car a wider look that's further enhanced by the car's wheels.
Nineteen-inch Panamera Turbo wheels with all-season tires are standard equipment, but 20-inch 911 Turbo II wheels mounted with 5-mm spacers at the rear or 20-inch RS Spyder Design wheels are available as no-charge alternatives. Like the Porsche Panamera Turbo model, the Turbo S has red brake calipers.

For buyers of the Porsche Panamera Turbo S, that body color can be Agate Gray Metallic, a dark shade of gray exclusively available on the new model and designed to highlight the car's aggressive exclusivity. The four-way retractable rear spoiler wears body-color paint.

The interior of the Porsche Panamera Turbo S also gets exclusive features, including two-tone Agate Gray and Cream leather. Whether done in Agate Gray and Cream or with two-tone

Birch-Anthracite, the interior also features a Porsche crest on the front headrests, door sill guards with “turbo S” logotype, a “turbo S” logotype on the instrument cluster and the Sport Chrono Package Turbo stopwatch/lap timer mounted atop the dashboard.

‘Overboost’ bumps torque to 590 pound-feet

The Sport Chrono Package Turbo is part of the enhanced equipment that enables the Porsche Panamera Turbo S to meet its dynamic performance targets.
When the Sport button is engaged, an “overboost” function is activated, momentarily increasing boost pressure from the turbocharger, raising maximum torque to 590 pound-feet. The Sport button also enables Launch Control, which provides optimal acceleration from a standing start.

Standard equipment on the Porsche Panamera Turbo S also includes Porsche Dynamic Chassis Control (PDCC), Porsche Torque Vectoring Plus (PTV Plus), Servotronic power steering, longitudinal and lateral acceleration display, and a unique sport exhaust system to let the powerful engine exhale freely.

Sport exhaust enhances Turbo S exhaust note

All Porsche Panamera Sport Sedan models employ a stainless steel exhaust system for a long service life and with very short exhaust manifolds to more quickly heat the catalytic converter for the cleanest emissions.

The Panamera Turbo and Turbo S exhaust features an enlarged cross-section with exhaust flowing out through two silver-matte dual square tailpipes. The Turbo S also comes standard with a sport exhaust with a particularly throaty and muscular sound from dual, titanium-colored tailpipes. This sound can be enhanced by pressing a button on the center console.

Technology helps keep the driver in control

Porsche Dynamic Chassis Control (PDCC) is a system of active body roll reduction that lessens a vehicle’s lateral inclination in turns.

Porsche Torque Vectoring Plus (PTV Plus) uses variable torque split at the rear wheels and an electronically controlled limited-slip differential to improve traction. It increases agility in many driving situations.

The agility of the Porsche Panamera Turbo S not only can be felt, but can be seen on the Porsche Communication Management (PCM) screen at the center of the dashboard and also

on the driver's instrument cluster, as longitudinal and lateral acceleration figures are provided.

Servotronic is a speed-sensitive steering technology that ensures comfortable highway cruising as well as easy low-speed maneuvering, such as parking.

S Hybrid is fun and fuel-efficient

The introduction a year ago of the Porsche Cayenne S Hybrid demonstrated that this very fuel-efficient technology still could provide the sort of driving experience expected by Porsche owners. For 2012, Porsche's gasoline-electric hybrid technology and philosophy is applied as well to the Panamera Grand Turismo sedan.

The Panamera S Hybrid thus uses a gasoline- and electric-generated powertrain to provide 380 horsepower, 428 pound-feet of torque, 0-60 miles per hour acceleration in well under six seconds, a top track speed of 167 miles per hour, and does it all while being rated at an overall average of 33 mpg on the New European Driving Cycle (NEDC), the best figure ever for a Porsche vehicle. EPA estimates are to be announced.

The Panamera S Hybrid combines a 333-horsepower supercharged 3.0-liter V6 engine with a 47-horsepower electric motor (incorporated between the engine and eight-speed Tiptronic S transmission) and nickel-metal hydride battery pack.

This powertrain already has proven its capability in the Porsche Cayenne S Hybrid sport utility vehicle.

The interplay between combustion engine, electric motor and high-voltage battery is regulated by the Hybrid Manager, an electronic engine management system, which 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.

The electric motor, which is recharged by the gasoline engine and by regenerative braking, can drive the car by itself for short distances at moderate acceleration and speeds as fast as 46 miles per hour. Should a driver want or need to extend electric range, an E-Power button enables electric-only propulsion until the batteries need recharging.

The Panamera S Hybrid also incorporates an E-Boost function in which the electric motor assists the combustion engine to provide additional thrust, such as in cases where maximum acceleration is needed.

In addition to operating under electric-only power, the Panamera S Hybrid saves fuel with Porsche's Auto Start/Stop technology and with a "sailing" mode that switches off the gasoline engine when the car is simply coasting down the road. In situations such as descending an incline on a freeway, the gasoline engine switches off and the rev counter shows a "ready" indication and the engine immediately restarts when needed.

Because systems such as climate control, power steering and braking are powered electrically in the Panamera S Hybrid, they remain fully available even when the car is being driven using solely electric power or when it is coasting with the combustion engine switched off. Panamera S Hybrid achieves a 22 city / 30 highway US EPA fuel economy label.
An E-Power meter in the instrument cluster shows the recuperation power and the drive power of the electric motor and the TFT color 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.

Small badges indicate this Panamera S is a hybrid

Visually, the Panamera S Hybrid is identical inside and out to the Panamera S with the exception of the small "hybrid" emblem on the front doors, rear deck lid and tachometer, and the added energy displays on the TFT screen.

Standard features include BI-XENON™ headlights with dynamic range adjustment, 18-inch Panamera S wheels wearing specially created, low rolling-resistance tires by Michelin®, automatically dimming exterior and interior mirrors and heated front seats. In addition, the Panamera S Hybrid comes with adaptive air suspension, including Porsche Active Suspension Management (PASM), Servotronic and a rear window wiper.

Porsche Intelligent Performance: sporting, light, efficient

All of the Panamera models exemplify the commitment to the Porsche Intelligent Performance philosophy – more power on less fuel, increased efficiency and lower CO2 emissions.

This is achieved in many ways. For example, with the exception of the ultra-fuel efficient Panamera S Hybrid, which employs an eight-speed Tiptronic S transmission, all Porsche

Panamera models are equipped with seven-speed Porsche-Doppelkupplungsgetriebe (PDK) double-clutch gearboxes with Auto Start/Stop technology.

PDK combines the driving dynamics and mechanical efficiency of a manual gearbox with the comfort and convenience of a conventional automatic transmission by offering instantaneous gear change without noticeable interruption of traction and drive power. With both manual and automatic modes, PDK gives the driver a sport- as well as a comfort-oriented driving. As on Porsche sports cars, the driver operates the PDK either through the center console gear selector or via two paddles in the steering wheel. In the manual shift mode, a display in the instrument cluster recommends the optimal gear to select for the best fuel efficiency.

Regardless, Auto Start/Stop saves fuel and reduces emissions by turning off the engine when it is not needed, such as while sitting at a stop light. (Audio and communication systems remain in full operation even when the engine is off, and the heat/ventilation/air conditioning system maintains cabin temperature. However, as the driver releases the brake pedal, the Auto Start/Stop automatically restarts the engine.
(The engine also automatically restarts should additional electrical power be needed to keep the various occupant comfort systems engaged.)

Efficiency, but sporty dynamics as well

All Porsche Panamera models also feature a standard Sport button to provide an even more thrilling driving experience.

Positioned on the center console next to the PDK gear selector, the Sport button allows the driver to maintain a comfort- and economy oriented motoring style or, when desired, a more sporting and dynamic style.

When the driver presses the Sport button, the word “Sport” lights up in the instrument cluster and the electronic engine management allows the engine to provide a more spontaneous throttle response and also alters the PDK transmission gearshift strategy, with gears shifting up later and shifting down earlier.

The Auto Start/Stop function is deactivated and both Porsche Active Suspension Management (PASM) and optional Porsche Dynamic Chassis Control (PDCC) automatically switch to a more sporting setup to provide even more direct steering and handling.

In the Panamera 4S and Turbo, the active PTM all-wheel drive feeds more power and torque to the rear wheels, again in the interest of enhanced and even more dynamic performance.

Designed for sleek strength

All Porsche Panamera models benefit from an aerodynamic body, which is remarkably spacious, strong and lightweight. Employing a sophisticated mixture of strong, lightweight materials including boron steel, aluminum, magnesium, and high-tech composites, the body of the Panamera contributes to its light weight and fuel efficiency; it also means that all Panamera models handle with a level of responsiveness and agility that is more typical of a Porsche sports car than a luxury sedan.

At 55.8 inches high and 76 inches wide, the Panamera is lower, wider and more aggressive than its competitors thanks to its thoroughbred sports-car DNA. In fact, the ratio of its width to height is even greater than that of the 911 Carrera.

With its unique interpretation of classic four-door design and the advantages of its variable space concept, the Porsche Panamera has a truly unmistakable appearance and defines a new segment in the premium market.

With its compact overall length and short overhangs, low body height but wide and muscular flanks, the proportions of the Panamera clearly speak the classic Porsche design language. While reflecting a philosophy refined throughout decades on the 911 Carrera and successfully applied also on the Boxster, Cayman, and Cayenne, the Panamera incorporates and reinterprets numerous classic Porsche themes, offering a dynamic and powerful look despite the very generous interior space.

From the front, Panamera is clearly recognizable as a Porsche, bearing strong resemblance to its siblings. With a low air intake instead of a traditional grille, powerfully curved front fenders that rise above a low hood creating the “topography” of a sports car, and its characteristic headlights, the Panamera clearly has the face of a Porsche.

The design feature that identifies the Panamera as a Porsche, however, is the roofline with its curving contour flowing softly to the tail section. Together with the passenger compartment, which tapers at the rear, the sweeping roof creates the special combination of lines so characteristic of Porsche, flowing in a muscular and contoured sweep into the rounded rear end.

A comparatively compact length of 195.6 inches contributes to the car’s dynamic appearance, while a large undertray cover serve to optimize the car’s aerodynamic qualities.

From the rear, the Panamera is immediately recognizable as a Porsche. Rear LED lights with individual light chambers taking up the side-line of the car and horizontal graphics that emphasize the Sport Sedan's width at night help ensure this impression.

Air flow management goes above and below

At the front, the Panamera has three large air intakes. On the Panamera, Panamera 4, Panamera S, and Panamera 4S, the side air intakes are closed in the interest of enhanced aerodynamics and an even better drag coefficient, with the normally aspirated engines drawing air from beneath the car.

On the Panamera Turbo and Turbo S, the intercoolers are directly behind the side intakes to provide an ample supply of cooling air. Additional air comes from the air scoop in the middle with its bypass ducts.

Even the sensor for the optional Adaptive Cruise Control with distance control function is located low in the center air intake so not to interfere with the supply of cooling air to the intercoolers.

Ducts beneath the spoiler lips on the outside of the front air dam provide a steady supply of cooling air to the brakes, with air flowing directly to the inside of the wheels.
Thanks to their configuration, these ducts also help reduce lift forces at the front. The brake air guide blades on the Panamera Turbo and Turbo S help cool the brake system with even greater efficiency. Special wheel spoilers also optimize airflow around the wheels.

All Panamera models come with an undertray cover that extends almost completely from front to rear and side to side in order to optimize airflow beneath the car and help reduce turbulence. The Panamera is the first car in this segment with an undertray cover that even encompasses the driveshaft tunnel and the rear mufflers, helping to further reduce air resistance and lift forces on the axles for better streamlining, enhanced fuel economy and overall efficiency.

The car's undertray guides airflow to exactly the right points, where specific Panamera components require extra cooling. Intake gills around the rear axle differential, for example, draw in cooling air to keep the differential cool and efficient at all times. The rear diffuser, in turn, together with the rear spoiler, serves to further help reduce lift forces at the rear of the car.

4.8-liter V8 also propels Panamera S, 4S, and Turbo

Like the new Porsche Panamera Turbo S, the Panamera S, Panamera 4S and Panamera Turbo draw their propulsion from Porsche 4.8-liter V8 engine, which features direct fuel injection technology.

The engine provides 400-horsepower for the S and 4S, 500-horsepower for the Turbo and 550-horsepower for the Turbo S. In all cases, the engine is linked to a seven-speed PDK gearbox and features Auto Start/Stop technology.

The Panamera S accelerates to 60 miles per hour in only 5.2 seconds on its way to a test-track top speed of 175 mph. Nonetheless, the car is EPA rated at 16 mpg in city driving and at 24 on the highway.

The Panamera 4S benefits from Porsche Traction Management (PTM) as part of its innovative, active all-wheel drive. With PTM supplying supreme traction, the Panamera 4S accelerates from zero to 60 mph in a mere 4.8 seconds and has a top test-track speed of 175 mph. EPA figures are 16 mpg city/24 mpg highway.

The Panamera Turbo also has PTM-enhanced active all-wheel drive. With twin turbochargers boosting power, the Turbo reaches 60 mph in four seconds and a test-track speed of 188 mph. And yet it, too, is efficient, rated by the EPA at 15 mpg city and 23 highway.

The Panamera Turbo S, capable of accelerating to 60 miles per hour in 3.6 seconds, is equipped with optimized turbochargers and engine management software, boosting output of the V8 from 500- to 550-horsepower. Rated at 16 mpg city and 23 highway, the Turbo S can achieve a top track speed of 190 miles per hour.

Strong, efficient V6 in 300-horsepower Panamera and Panamera 4

Like all Porsches, the Panamera and Panamera 4 combine economy with the sporting performance, giving the driver the choice of optimized performance and consistent efficiency at any time.

Powered by a 300-horsepower V6 derived from the 4.8-liter V8, the Porsche Panamera accelerates to 60 miles per hour in just six seconds and can reach 160 mph on the test track, yet is rated at 18 mpg in city driving and at 27 on the highway. The respective figures for the Panamera 4 with active all-wheel drive are 5.8, 159, 18 and 26.

By using the same 90-degree V as the V8, the V6 provides a low center of gravity for the Panamera and Panamera 4. Dry sump lubrication also allows the engine to be mounted low in the chassis.

The extensive use of lightweight materials further enhances the powertrain, with crankcase, cylinder heads, and camshaft adjusters made of aluminum and the valve timing box and valve cover from magnesium, a material also used on the oil flow housing on the Panamera 4.

Panamera elevates interior design

The interior of the Porsche Panamera Sports Sedan sets a new Porsche standard in terms of feel, flair, and elegance while maintaining such Porsche design cues as five circular instrument gauges and the ignition key placed to the left of the steering wheel, a long-time Porsche tradition and a carry over from the company's early involvement in motor sports.

Historically, drivers at events such as the 24 Hours of Le Mans sprinted across the track to their cars. By positioning the starter to the left of the steering wheel, the Porsche driver could start the car with his or her left hand while shifting gears with the right and thus get a jump-start on competitors trying to do both with the same hand.

Front comfort seats with a sporting design, eight-way power adjustment and driver-side memory are standard on the normally aspirated Panameras. At the rear, two single seats with a folding center armrest offer even tall passengers generous legroom and headroom.

In the Panamera Turbo, 14-way electric seat adjustment is combined with a Comfort Memory Package, adding an electrically operated extension of the seat bottom and lumbar supports at the front as well as electrical adjustment of the steering column.

Adaptive sport seats with 18-way electric adjustment are available as an option for the front occupants and offer firmer upholstery and even more lateral support. Adaptive sport seats and comfort seats at the rear with a wide range of electrical adjustment are available as well.

In conjunction with seat heating, seat ventilation is available either in front or on all seats. The Porsche seat ventilation system pulls moisture away from the body rather than blowing air toward the occupant. Both seat heating and ventilation adjust to three intensity levels and can be used at the same time.

The Panamera boasts a logical and intuitive control concept. A seven-inch touch screen is standard on all versions, and provides the driver with direct access to a wide range of functions. Further, functions most important for controlling the car are arranged in groups within convenient reach of the driver via buttons to the left and right of the gearshift lever. There is no need to scroll through sub-menus that might divert the driver's attention.

Meanwhile, a second console, roof-mounted, is used to control interior lights, the moonroof, to deactivate the ParkAssist sensors and to engage the standard Homelink® system with its buttons for garage doors, home lighting and alarm systems.

All Panamera Sports Sedans are also equipped with a 4.8-inch high-resolution TFT multi-function color display within the instrument cluster, integrated in the second dial from the right.

The driver is able to quickly choose which functions to present on the screen, such as lists of radio stations, telephone numbers, or a specific map in two or three dimensions from the navigation system. The entire operation process is conducted via a convenient control stalk or the rotary knob on the right-hand side of the standard multi-function steering wheel.

With its placement in the instrument cluster, the multi-function display allows easy access to PCM features and lets the driver keep his or her eyes pointing forward and on the road.

Carefully harmonized interior illumination forms part of the car's sophisticated interior design, giving the interior pleasant ambient lighting that is neither obtrusive nor exaggerated in the dark, while ensuring optimum illumination of all important areas within the passenger compartment.

A Rear Interior Lighting Package is available with two reading lights in the rear roof console as well as LED lights for the footwells, door storage boxes, and the center console compartment. The ambient illumination can be dimmed infinitely to any level of brightness desired.

The interior, with a center console extending all the way through the interior from front to rear and sports car-style single seats, offers the driver optimum ergonomics while at the same time highlighting each passenger's personal space. Unique to the class, rear passengers enjoy excellent visibility to the front, with the interior design giving rear-seat passengers a feeling of direct participation – a cockpit for four that involves everyone in the Porsche driving experience.

Four-zone automatic air conditioning available

The Panamera Sport Sedan comes with a choice of climate control systems optimized for energy efficiency, low weight, and compact dimensions. To distribute air and maintain the exact desired temperature, Porsche's engineers have developed a sophisticated system of air ducts and flaps to maintain the perfect climate for the driver and passengers at all times.

Two-zone automatic air conditioning is standard, with air volume and distribution controlled individually via center console controls on the driver's and front passenger's sides, plus manual control using a central console control unit. This enables the driver and front passenger to adjust not only the flow of air according to their own wishes, but also to vary the level of air flow in the Soft, Normal, and High settings through a menu in the instrument cluster.

Four-zone automatic air conditioning, available as an option, allows separate adjustment of air temperature, blower intensity, and air distribution at each seat. The control panel at the rear is easily accessible on the center console for rear-seat passengers. The four-zone system still uses just one air conditioning compressor, unlike the two compressors of many competing systems, contributing to the Panamera drivetrain's overall efficiency and weight savings.

Ample space for large luggage

The Porsche Panamera has an exceptionally well-packaged luggage compartment, and even the availability of tailor-made cases designed just for this car.

After opening the liftgate, which comes with electrical opening and closing as standard, the driver and passengers can conveniently stow four suitcases behind the rear seats.
Thanks to the ample height of the luggage compartment, typically sized suitcases can fit in upright, allowing individual access to each case without having to move the others.

Luggage capacity in the Panamera, Panamera 4, and Panamera S and 4S is 15.7 cubic feet with the Panamera Turbo and Turbo S offering 15.2 cu ft or 432 liters. Even with the battery pack beneath the cargo floor, the Panamera S Hybrid provides 11.8 cubic feet of luggage space.

Folding down the rear-seat backrests, individually or together, takes mere seconds and greatly expands cargo capacity with an almost entirely flat storage area offering as much as 44.6 cubic feet of cargo space.

A ski-bag is also available, with the center section folding separately between the rear seats. For convenience, the ski-bag can also be removed from the car.

Long list of features and options

Standard equipment on all Porsche Panamera models include eight airbags, brakes several times more powerful than the vehicle's engine, Porsche Active Suspension Management, Bi-XENON™ headlamps, LED tail lamps, Porsche Communication Management, Porsche Entry & Drive, Bose® Surround Sound and four 12-volt power outlets.
Available options (which may be standard on some versions) include features such as adaptive cruise control, Porsche Ceramic Composite Brakes, Porsche Dynamic Chassis Control (PDCC), Porsche Torque Vectoring Plus (PTV Plus), Sport Chrono Plus with Launch Control function, Servotronic steering, adaptive headlights, air suspension, ParkAssist, XM® Satellite Radio, and Burmester® High-End Surround Sound.

The Burmester® High-End Surround Sound System, an option for all Panamera models, puts out more than 1,000 watts, with 16 lightweight loudspeakers and an active subwoofer. The system's optimally-placed tweeters, designed especially for the Panamera, allow for superior highs, definition and impulse accuracy, resulting in unparalleled sound.

Lane Change Assist (LCA) monitors the area behind the vehicle and blind spots by using radar sensors. At speeds of 20 mph or more, the system alerts the driver via a visual signal emitted from the exterior side mirrors to vehicles detected in a blind spot or those approaching quickly from behind.

LCA enhances comfort and helps the driver, particularly when driving on the highway. However, LCA does not actively intervene in the controlling of the vehicle and can be deactivated at any time.

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