



White Hat

*The new Panamera is better-looking, stronger, and more refined.
And with plug-in hybrid technology, especially economical and clean.*

By Jo Clahsen Photos by Rafael Krötz



Dr. Gernot Döllner,
head of the model
series, with the
Panamera S E-Hybrid
while charging



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“Panamera S e-hybrid”—E as in electric,
code for the new plug-in hybrid drive.
The technology enables charging
from the power grid.*

*I*t's not immediately apparent, but beneath the gleaming white skin of this imposing Gran Turismo there beats a green heart. The logo tells the tale: “Panamera S e-hybrid.” That's E as in electric—code for the new plug-in hybrid drive. “The plug-in technology makes it possible to charge the vehicle from the power grid,” explains Dr. Gernot Döllner, head of the Panamera model series. Every Panamera S E-Hybrid is equipped with the Porsche universal charger, which supplies the vehicle with alternating current from the wall socket.

Depending on the power connection, the Panamera S E-Hybrid can be fully charged in just under 140 minutes (high-voltage current) or in up to four hours (household electricity). The standard package also includes a Porsche charging dock for convenient use of the charger.

The charging dock can be installed in your own garage. Meanwhile, a smartphone app allows you to monitor the charging status remotely. The plug-in technology even takes the weather into account—the car can be heated or cooled as desired while the car is charging, thus leaving the car fully charged for the drive. And with five times the battery capacity of its predecessor, the Panamera S E-Hybrid can drive up to 22 miles on electric power

alone. With an output of 70 kW (95 hp), its electric motor has twice as much power as before, and combined with the supercharged V6 achieves a total system output of 306 kW (416 hp)—an increase of 26 kW (36 hp).

This not only makes it possible to make a virtually silent exit from the neighborhood, but also enables longer purely electric and therefore CO₂-neutral drives. And this with consumption and emissions values that have never been seen before in a Porsche. With consumption of 75.8 mpg and CO₂ emissions of 71 grams, the four-seater Gran Turismo is decidedly in the white hat camp. With these values, the Panamera S E-Hybrid is ahead of its time and already certified for the Euro 6 emissions standards. And yet “the driving experience is typical Porsche sportiness,” says Döllner. “The electric motor does create a new, distinct driving experience. But combined with the supercharged engine, it's a purebred Porsche.”

And of course the newcomer looks like a Porsche. The face is a bit tighter, a few muscles are a bit more toned, and the swing of the hips more pronounced. The most striking changes are in the rear area. Visually, the Panamera has added considerable width, and a highly distinctive look thanks to the lower position of the logo. The new tailgate with a wider and flatter rear window

In front, the four-seater features a more starkly contoured hood, redesigned headlights, larger air intakes, and redesigned wheels.



and the wider rear spoiler create a more dynamic appearance. The light graphic on the rear lights recalls the fine lines of engraved metal. In front, the four-seater features a more starkly contoured hood, redesigned headlights, larger air intakes, and redesigned wheels. In the interior, too, the designers have tinkered with colors and functions.



Also new is the engine lineup. The V6 naturally aspirated engine ups the performance to 228 kW (310 hp) while consuming less fuel. The especially powerful Panamera 4S and Turbo will hit the markets in July. The bi-turbo engine in the Panamera S or 4S puts a stately 309 kW (420 hp) on the pavement. In all model variants, the Porsche double-clutch transmission (PDK) is now standard, while the Diesel and E-Hybrid are equipped with eight-speed Tiptronic.

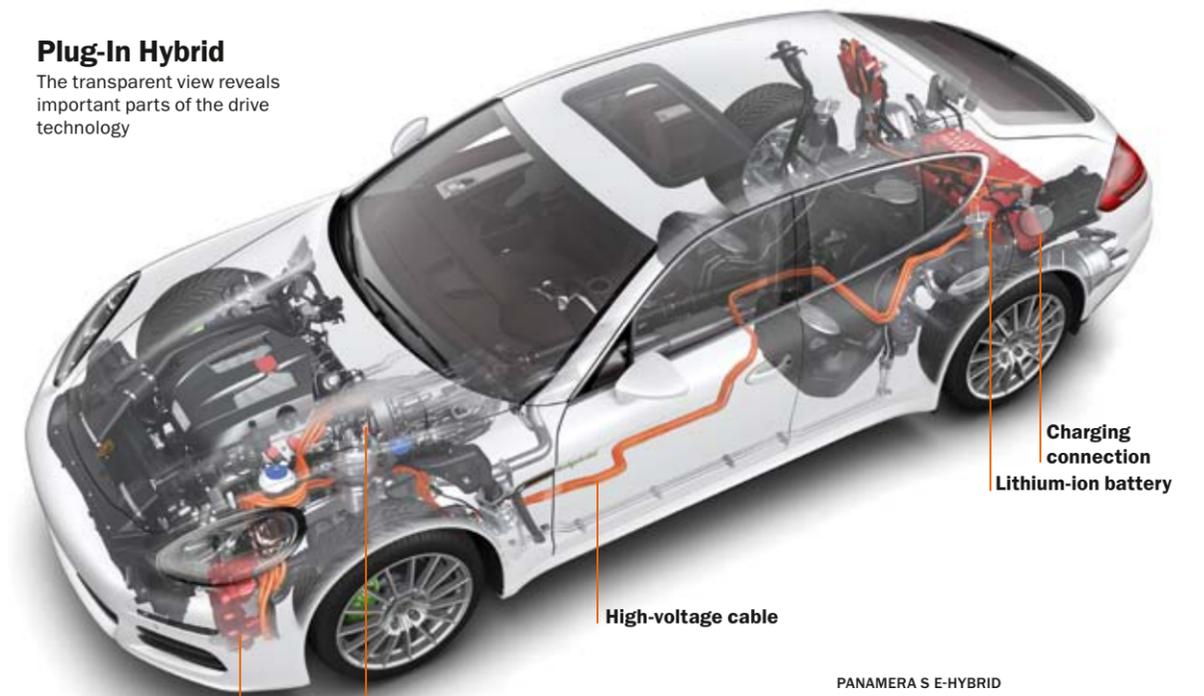
For the first time, Porsche is offering a 6-inch-longer variant of the Panamera S (China only), 4S, and Turbo,

The lineup of V6 engines has been reworked and expanded. The V6 naturally aspirated engine puts out 228 kW (310 hp). A new three-liter V6 bi-turbo replaces the V8 naturally aspirated engine. Fuel consumption is significantly lower.

for which demand is expected to be highest in China and the United States. Air suspension, including PASM (Porsche Active Suspension Management) and noise- and heat-insulating glass, is a part of the standard equipment, as are a parking assistant and heated seats and ventilation in front and back. Eight-position electrically adjustable seats continue to provide exceptional comfort in the rear. Electric roll-up sunblinds for the

Plug-In Hybrid

The transparent view reveals important parts of the drive technology



Electric motor
Power electronics

High-voltage cable

Charging connection
Lithium-ion battery

PANAMERA S E-HYBRID
 Engine: Six-cylinder front engine
 Displacement: 2,995 cc
 Power: 333 hp (245 kW)
 Maximum torque: 325 lb.-ft. at 3,000–5,250 rpm
 Power electric motor: 95 hp (70 kW)
 Maximum torque electric motor:
 229 lb.-ft. < 1,700 rpm
 Total power: 416 hp (306 kW)
 Total maximum torque:
 435 lb.-ft. at 1,250–4,000 rpm
 0–60 mph: 5.2 sec.
 Top track speed: 168 mph



In the rear, the second-generation Panamera has added considerable width visually, and a highly distinctive look thanks to the lower position of the logo.



rear window and rear side windows, a lighting package designed specifically for the rear, and optional foldaway tabletops round out the package for this business jet of the road.

The second generation of the Panamera shines in every category with new features and refinements. Among them are driver assistance systems such as Surround View (utilizing four cameras), a lane departure warning system, traffic sign recognition, and adaptive cruise control including Porsche Active Safe (PAS). The Porsche Dynamic Light System Plus (PDLS Plus) controls the LED main headlight in high-beam mode by means of a camera in order to avoid blinding oncoming traffic. And the Plus version of the Start/Stop system now shuts off the engine when rolling to a stop.

Innovation without standing still—yet another idea embodied by the new Panamera. ●