



## The new Panamera models.

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

The brief did not specify a saloon, a four-seater or all-wheel drive. It specified a Porsche. The result: a premium grand tourer with four doors and four seats. Offering long-distance comfort, everyday practicality and, above all, sports-car technology for four.

The Panamera models are powered by V8 engines with direct fuel injection (DFI, p. 58) for higher output, lower fuel consumption and reduced CO<sub>2</sub> emissions. This is enhanced through the active aerodynamics generated by an auto-deploying rear spoiler and the full underbody panelling. The output: 294 kW (400 hp) and 368 kW (500 hp), respectively. Equally efficient and also new in its class is the Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58). Optional on the Panamera S and standard on the Panamera 4S and Turbo, it enables ultra-fast gear changes – with no interruption in drive. For greater performance and fuel economy. This is further boosted by the auto start/stop function (p. 65) available on models with PDK.

Standard equipment includes Porsche Active Suspension Management (PASM, p. 60) – an

electronic damper control system. Depending on road conditions and driving style, it continuously modifies the damping force on each individual wheel.

High performance demands high levels of active and passive safety. The fully galvanised lightweight body offers greater protection in the event of an impact. The active bonnet reduces the risk of injury to pedestrians. Porsche Stability Management (PSM, p. 64) enhances stability and agility. Head and knee airbags for the driver and front passenger as well as Porsche Side Impact Protection (POSIP, p. 62) improve safety for all four occupants.

In the interior, four features strike you immediately: the way the centre console rises to meet the dashboard, the four individual seats, the spaciousness at the rear and the versatility of the loadspace area, thanks to split-folding rear seats. For a volume of up to 1,263 litres.

Whichever way you look at it, the result will always be the same: a Porsche. The proof? Exceptional performance, engineering and driving pleasure.

## Technical data

	Cylinders	Displacement	Max. power (DIN)	at engine speed	Max. torque
<b>The new Panamera S<sup>1</sup></b>	8	4,806 cm <sup>3</sup>	294 kW (400 hp)	6,500 rpm	500 Nm
<b>The new Panamera 4S<sup>1</sup></b>	8	4,806 cm <sup>3</sup>	294 kW (400 hp)	6,500 rpm	500 Nm
<b>The new Panamera Turbo<sup>1</sup></b>	8	4,806 cm <sup>3</sup>	368 kW (500 hp)	6,000 rpm	700 Nm (770 Nm) <sup>2</sup>
<b>The 911 Carrera</b>	6	3,614 cm <sup>3</sup>	254 kW (345 hp)	6,500 rpm	390 Nm
<b>The 911 Carrera 4</b>	6	3,614 cm <sup>3</sup>	254 kW (345 hp)	6,500 rpm	390 Nm
<b>The 911 Carrera S</b>	6	3,800 cm <sup>3</sup>	283 kW (385 hp)	6,500 rpm	420 Nm
<b>The 911 Carrera 4S</b>	6	3,800 cm <sup>3</sup>	283 kW (385 hp)	6,500 rpm	420 Nm
<b>The 911 Carrera Cabriolet</b>	6	3,614 cm <sup>3</sup>	254 kW (345 hp)	6,500 rpm	390 Nm
<b>The 911 Carrera 4 Cabriolet</b>	6	3,614 cm <sup>3</sup>	254 kW (345 hp)	6,500 rpm	390 Nm
<b>The 911 Carrera S Cabriolet</b>	6	3,800 cm <sup>3</sup>	283 kW (385 hp)	6,500 rpm	420 Nm
<b>The 911 Carrera 4S Cabriolet</b>	6	3,800 cm <sup>3</sup>	283 kW (385 hp)	6,500 rpm	420 Nm
<b>The 911 Targa 4</b>	6	3,614 cm <sup>3</sup>	254 kW (345 hp)	6,500 rpm	390 Nm
<b>The 911 Targa 4S</b>	6	3,800 cm <sup>3</sup>	283 kW (385 hp)	6,500 rpm	420 Nm

<sup>1</sup> Provisional data only. Official data unavailable at the time of publication.

<sup>2</sup> With overboost function.

at engine speed	Transmission	Top speed	Acceleration 0–100 km/h (0–62 mph)	Acceleration 0–160 km/h (0–99 mph)	Flexibility (80–120 km/h (50–75 mph))
3,500–5,000 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	285 km/h (177 mph)/ 283 km/h (176 mph)	5.6 secs/ 5.4 secs/ 5.2 secs	12.1 secs/ 11.7 secs	7.0 secs (5th gear)/ 6.1 secs (5th gear)
3,500–5,000 rpm	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	282 km/h (175 mph)	5.0 secs/ 4.8 secs	11.5 secs	6.3 secs (5th gear)
2,250–4,500 rpm (3,000–4,000 rpm) <sup>2</sup>	7-speed PDK/ PDK and Sport Chrono Package Plus (optional)	303 km/h (188 mph)	4.2 secs/ 4.0 secs	9.0 secs	5.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.7 secs/ 10.4 secs/ 10.1 secs	6.3 secs (5th gear)/ 6.7 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.0 secs/ 4.8 secs/ 4.6 secs	10.9 secs/ 10.6 secs/ 10.3 secs	6.4 secs (5th gear)/ 6.8 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	9.9 secs/ 9.6 secs/ 9.3 secs	5.9 secs (5th gear)/ 6.4 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.7 secs/ 4.5 secs/ 4.3 secs	10.0 secs/ 9.7 secs/ 9.4 secs	6.0 secs (5th gear)/ 6.5 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	289 km/h (180 mph)/ 287 km/h (178 mph)	5.1 secs/ 4.9 secs/ 4.7 secs	11.1 secs/ 10.8 secs/ 10.5 secs	6.6 secs (5th gear)/ 7.0 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 7.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	302 km/h (188 mph)/ 300 km/h (186 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.3 secs/ 10.0 secs/ 9.7 secs	6.2 secs (5th gear)/ 6.7 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 6.8 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	284 km/h (176 mph)/ 282 km/h (175 mph)	5.2 secs/ 5.0 secs/ 4.8 secs	11.3 secs/ 11.0 secs/ 10.7 secs	6.7 secs (5th gear)/ 7.1 secs (5th gear)
4,400 rpm	6-speed manual gearbox/ 7-speed PDK (optional)/ PDK and Sport Chrono Package Plus (optional)	297 km/h (185 mph)/ 295 km/h (183 mph)	4.9 secs/ 4.7 secs/ 4.5 secs	10.4 secs/ 10.1 secs/ 9.8 secs	6.3 secs (5th gear)/ 6.8 secs (5th gear)

All information concerning features, design, performance, dimensions, weight, fuel consumption and running costs is correct at the time of publication. Errors and omissions excepted. Please contact your Porsche Centre for the final and officially certified values.

		Fuel grade	Fuel consumption in l/100 km (mpg) <sup>2</sup>			CO <sub>2</sub> emissions in g/km
			Urban	Extra urban	Combined	
<b>The new Panamera S<sup>1</sup></b>	Manual/PDK	98 octance super unleaded	18.8 (15.0)/16.0 (17.7) <sup>3</sup>	8.9 (31.7)/7.9 (35.8) <sup>3</sup>	12.5 (22.6)/10.8 (26.2) <sup>3</sup>	293/253 <sup>3</sup>
<b>The new Panamera 4S<sup>1</sup></b>	PDK	98 octance super unleaded	16.4 (17.2) <sup>3</sup>	8.1 (34.9) <sup>3</sup>	11.1 (25.4) <sup>3</sup>	260 <sup>3</sup>
<b>The new Panamera Turbo<sup>1</sup></b>	PDK	98 octance super unleaded	18.0 (15.7) <sup>3</sup>	8.9 (31.7) <sup>3</sup>	12.2 (23.2) <sup>3</sup>	286 <sup>3</sup>
<b>The 911 Carrera</b>	Manual/PDK	98 octance super unleaded	15.5 (18.2)/14.7 (19.2) <sup>3</sup>	7.4 (38.2)/7.0 (40.4) <sup>3</sup>	10.3 (27.4)/9.8 (28.8) <sup>3</sup>	242/230 <sup>3</sup>
<b>The 911 Carrera 4</b>	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.2 (18.6) <sup>3</sup>	7.7 (36.7)/7.2 (39.2) <sup>3</sup>	10.6 (26.6)/10.1 (28.0) <sup>3</sup>	249/237 <sup>3</sup>
<b>The 911 Carrera S</b>	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.3 (18.5) <sup>3</sup>	7.6 (37.2)/7.2 (39.2) <sup>3</sup>	10.6 (26.6)/10.2 (27.7) <sup>3</sup>	250/240 <sup>3</sup>
<b>The 911 Carrera 4S</b>	Manual/PDK	98 octance super unleaded	16.5 (17.1)/15.8 (17.9) <sup>3</sup>	7.9 (35.8)/7.5 (37.7) <sup>3</sup>	11.0 (25.7)/10.5 (26.9) <sup>3</sup>	259/247 <sup>3</sup>
<b>The 911 Carrera Cabriolet</b>	Manual/PDK	98 octance super unleaded	15.6 (18.1)/14.9 (19.0) <sup>3</sup>	7.5 (37.7)/7.0 (40.4) <sup>3</sup>	10.4 (27.2)/9.9 (28.5) <sup>3</sup>	245/233 <sup>3</sup>
<b>The 911 Carrera 4 Cabriolet</b>	Manual/PDK	98 octance super unleaded	16.2 (17.4)/15.5 (18.2) <sup>3</sup>	7.8 (36.2)/7.4 (38.2) <sup>3</sup>	10.8 (26.2)/10.3 (27.4) <sup>3</sup>	254/242 <sup>3</sup>
<b>The 911 Carrera S Cabriolet</b>	Manual/PDK	98 octance super unleaded	16.2 (17.4)/15.5 (18.2) <sup>3</sup>	7.7 (36.7)/7.3 (38.7) <sup>3</sup>	10.8 (26.2)/10.3 (27.4) <sup>3</sup>	254/242 <sup>3</sup>
<b>The 911 Carrera 4S Cabriolet</b>	Manual/PDK	98 octance super unleaded	16.8 (16.8)/16.1 (17.5) <sup>3</sup>	8.0 (35.3)/7.7 (36.7) <sup>3</sup>	11.2 (25.2)/10.7 (26.4) <sup>3</sup>	263/251 <sup>3</sup>
<b>The 911 Targa 4</b>	Manual/PDK	98 octance super unleaded	15.9 (17.8)/15.5 (18.2) <sup>3</sup>	7.7 (36.7)/7.4 (38.2) <sup>3</sup>	10.6 (26.6)/10.3 (27.4) <sup>3</sup>	249/242 <sup>3</sup>
<b>The 911 Targa 4S</b>	Manual/PDK	98 octance super unleaded	16.5 (17.1)/15.8 (17.9) <sup>3</sup>	7.9 (35.8)/7.7 (36.7) <sup>3</sup>	11.0 (25.7)/10.7 (26.4) <sup>3</sup>	259/251 <sup>3</sup>
<b>The new 911 Turbo</b>	Manual/PDK	98 octance super unleaded	17.3 (16.3)/17.0 (16.6) <sup>4</sup>	8.3 (34.0)/8.1 (34.9) <sup>4</sup>	11.6 (24.4)/11.4 (24.8) <sup>4</sup>	272/268 <sup>4</sup>
<b>The new 911 Turbo Cabriolet</b>	Manual/PDK	98 octance super unleaded	17.5 (16.1)/17.2 (16.4) <sup>4</sup>	8.3 (34.0)/8.2 (34.4) <sup>4</sup>	11.7 (24.1)/11.5 (24.6) <sup>4</sup>	275/270 <sup>4</sup>

		Fuel grade	Fuel consumption in l/100 km (mpg) <sup>2</sup>			CO <sub>2</sub> emissions in g/km
			Urban	Extra urban	Combined	
<b>The 911 GT3</b>	Manual	98 octance super unleaded	19.2 (14.7) <sup>3</sup>	9.0 (31.4) <sup>3</sup>	12.6 (22.4) <sup>3</sup>	298 <sup>3</sup>
<b>The new 911 GT3 RS</b>	Manual	98 octance super unleaded	19.4 (14.6) <sup>3</sup>	9.6 (29.4) <sup>3</sup>	13.2 (21.4) <sup>3</sup>	314 <sup>3</sup>
<b>The Cayman</b>	Manual/PDK	98 octance super unleaded	13.8 (20.5)/13.6 (20.8) <sup>3</sup>	6.9 (40.9)/6.5 (43.5) <sup>3</sup>	9.4 (30.1)/9.1 (31.0) <sup>3</sup>	221/214 <sup>3</sup>
<b>The Cayman S</b>	Manual/PDK	98 octance super unleaded	14.4 (19.6)/14.1 (20.0) <sup>3</sup>	7.2 (39.2)/6.6 (42.8) <sup>3</sup>	9.8 (28.8)/9.4 (30.1) <sup>3</sup>	230/221 <sup>3</sup>
<b>The Boxster</b>	Manual/PDK	98 octance super unleaded	13.8 (20.5)/13.6 (20.8) <sup>3</sup>	6.9 (40.9)/6.5 (43.5) <sup>3</sup>	9.4 (30.1)/9.1 (31.0) <sup>3</sup>	221/214 <sup>3</sup>
<b>The Boxster S</b>	Manual/PDK	98 octance super unleaded	14.4 (19.6)/14.1 (20.0) <sup>3</sup>	7.2 (39.2)/6.6 (42.8) <sup>3</sup>	9.8 (28.8)/9.4 (30.1) <sup>3</sup>	230/221 <sup>3</sup>
<b>The Cayenne</b>	Manual/Tiptronic S	98 octance super unleaded	17.8 (15.9)/17.6 (16.1) <sup>4</sup>	9.3 (30.4)/9.4 (30.1) <sup>4</sup>	12.4 (22.8)/12.4 (22.8) <sup>4</sup>	296/296 <sup>4</sup>
<b>The Cayenne S</b>	Manual/Tiptronic S	98 octance super unleaded	22.1 (12.8)/20.2 (14.0) <sup>4</sup>	10.8 (26.2)/10.1 (28.0) <sup>4</sup>	14.9 (19.0)/13.7 (20.6) <sup>4</sup>	358/329 <sup>4</sup>
<b>The Cayenne GTS</b>	Manual/Tiptronic S	98 octance super unleaded	22.6 (12.5)/20.6 (13.7) <sup>4</sup>	10.9 (25.9)/10.2 (27.7) <sup>4</sup>	15.1 (18.7)/13.9 (20.3) <sup>4</sup>	361/332 <sup>4</sup>
<b>The Cayenne Turbo</b>	Tiptronic S	98 octance super unleaded	22.5 (12.6) <sup>4</sup>	10.5 (26.9) <sup>4</sup>	14.9 (19.0) <sup>4</sup>	358 <sup>4</sup>

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<sup>1</sup> Provisional data only. Official data unavailable at the time of publication.

<sup>2</sup> All current petrol engines from Porsche are compatible with a fuel ethanol content of up to 10%. Ethanol has a positive impact on the carbon dioxide balance since the plants grown for its production absorb carbon dioxide from the atmosphere.

<sup>3</sup> The data presented here was recorded using the Euro 5 test procedure (715/2007/EC and 692/2008/EC) and the NEDC (New European Driving Cycle) on standard vehicles. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre. Panamera models data provisional only. Official data unavailable at the time of publication.

<sup>4</sup> The data presented here was recorded in accordance with Directive 80/1268/EC on standard vehicles as valid at the time of publication. The respective figures were not recorded on individual vehicles and do not constitute part of the offer. This data is provided solely for the purposes of comparison between the respective models. For more information, please contact your Porsche Centre.



## The new Panamera S.

Built for the road, this grand tourer is uniquely Porsche. With rear-wheel drive and manual gearbox. Above all, however, it's a sports-car. But you don't need us to tell you that. It does bear the Porsche Crest. And the Porsche 'S'.

### Standard specification.

Powered by a 4.8-litre V8 naturally aspirated engine delivering 294 kW (400 hp), the Panamera S has a top speed of 285 km/h (177 mph). With a six-speed manual gearbox, it accelerates from 0 to 100 km/h (62 mph) in 5.6 seconds. VarioCam Plus (p. 59) and direct fuel injection (DFI, p. 58) provide optimum power and fuel economy, while Porsche Active Suspension Management (PASM, p. 60) ensures a more dynamic drive.

Characteristic features include round twin tailpipes, 18-inch Panamera S wheels and powerful brakes with silver-coloured brake calipers, as well as Bi-Xenon headlights with dynamic range control. Approximately twice as bright as conventional halogen bulbs, they provide more uniform illumination of the road.

When you step inside, this four-seater also has plenty of individuality – with heated front seats, climate

control and partial-leather interior. Cruise control offers added comfort on long journeys. The luggage compartment holds up to 445 litres. This increases to 1,263 litres with the split-folding rear seats down. There's also the CDR-31 audio system with 7-inch colour touchscreen for an enjoyable sound experience.

### Key optional equipment.

- 7-speed Porsche Doppelkupplung (PDK) double-clutch transmission (p. 58) incl. auto start/stop function (p. 65)
- Adaptive lighting system
- Porsche Communication Management (PCM, p. 67) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 68)
- Seat ventilation front and rear
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Adaptive air suspension
- Adaptive cruise control (p. 63)
- Porsche Dynamic Chassis Control (PDCC, p. 61)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sports exhaust system
- Sport Chrono Package Plus (p. 66)



## The new Panamera 4S.

A four-seater with all-wheel drive, plenty of room and the performance of a thoroughbred sports car.

### Standard specification.

Naturally aspirated, the 4.8-litre V8 engine features direct fuel injection (DFI, p. 58) and VarioCam Plus (p. 59), and generates 294 kW (400 hp). The car accelerates from 0 to 100 km/h (62 mph) in 5.0 seconds. Maximum speed: 282 km/h (175 mph). The seven-speed Porsche Doppelkupplung (PDK, p. 58) double-clutch transmission enables ultra-fast gear changes with no interruption in drive. For outstanding performance and driving comfort – as well as better fuel economy.

Porsche Active Suspension Management (PASM, p. 60) offers continuous adjustment of the damping force on each wheel based on current road conditions and driving style, for exceptional stability and driving dynamics. Porsche Traction Management (PTM, p. 60) active all-wheel drive ensures optimum traction and active safety.

Fuel economy is boosted by the auto start/stop function (p. 65), while range is enhanced by a 100-litre fuel tank.

Inside, you'll find four individual seats and plenty of comfort:

partial-leather interior, automatic air conditioning, heated front seats and the CDR-31 audio system. Equally striking: the PDK gear selector and gearshift switches on the steering wheel.

Distinctive exterior features include titanium-coloured double slats in the outer air intakes. Similarly characteristic are the fins on the black rear apron diffuser.

### Key optional equipment.

- Adaptive lighting system
- Porsche Communication Management (PCM, p. 67) with navigation module
- BOSE® Surround Sound System or Burmester® High-End Surround Sound System (p. 68)
- Seat ventilation front and rear
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Adaptive air suspension
- Adaptive cruise control (p. 63)
- Porsche Dynamic Chassis Control (PDCC, p. 61)
- Electrically deployable towbar system
- Adaptive sports seats with comfort memory package
- Sports exhaust system
- Sport Chrono Package Plus (p. 66)

## The new Panamera Turbo.

The new, top-of-the-range Panamera Turbo not only joins a long line of turbocharged Porsche models, it also leads the way with its extensive standard equipment and a host of exclusive features.

### Standard specification.

The 4.8-litre V8 twin-turbo engine generates 368 kW (500 hp) and 700 Nm of torque. The sprint to 100 km/h (62 mph) takes 4.2 seconds. Top speed is 303 km/h (188 mph). Figures rarely encountered in the luxury saloon segment.

Power is delivered by the seven-speed Porsche Doppelkupplung (PDK, p. 58) double-clutch transmission. The innovative adaptive air suspension system features a manual lift function, self-levelling and ride-height control, as well as Porsche Active Suspension Management (PASM, p. 60) for optimum performance and comfort. Porsche Traction Management (PTM, p. 60) active all-wheel drive enhances traction and safety.

Standard interior equipment comprises electrically adjustable comfort seats including a comfort memory package, seat heating front and rear, a range of leather and wood trims, and a rooflining in Alcantara. For information and entertainment, there's Porsche Communication Management (PCM)

and the BOSE® Surround Sound System.

Safety is enhanced by the adaptive lighting system featuring speed-sensitive headlight control, adverse weather function, static and dynamic cornering light functions, and four LED daytime running lights in each headlight. Other striking features include LED light guides as a border for the indicators and chrome-coloured air outlets with slats at the rear of the front wings.

The car comes with 19-inch Panamera Turbo wheels and red brake calipers. To the rear: twin dual-tube tailpipes in the unmistakable Turbo design. Other impressive details include the titanium-coloured diffuser with fins on the rear apron and integrated four-way spoiler. On the Panamera Turbo, this splits in the middle with extensions deploying to the left and right, making it considerably wider to further reduce lift at the rear axle.

### Key optional equipment.

- Burmester® High-End Surround Sound System (p. 68)
- Porsche Ceramic Composite Brake (PCCB, p. 63)
- Adaptive cruise control (p. 63)
- Porsche Dynamic Chassis Control (PDCC, p. 61)
- Sport Chrono Package Turbo with overboost function (p. 66)

