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.NET Framework 4.0 Installer For Windows 8 x 32-bit & x 64-bit.As the Porsche Cayenne and Boxster were officially launched at the Shanghai Motor Show earlier this month, world headlines have focused on the brand's reputation as one of the premier manufacturers for high-performance luxury cars. But as with any luxury car manufacturer, Porsche is also proud of its role in engineering the fuel cell stack and as a key global supplier to the ongoing industry drive towards more efficient powertrains. The first 'Batterie Electric' PHEV (Plug-in Hybrid Electric Vehicle) was unveiled at the International Paris Motor Show in 2014, and since then the Porsche researchers have been working with partners in Europe and the US to develop new fuel cell stacks and hydrogen storage. So far more than 100,000 customers have written off their fuel cell vehicles for reasons like packaging, range or refueling times. In addition to work with fuel cells for plug-in hybrid vehicles, Porsche also has a vision of a future where fuel cell vehicles play a crucial role in cities as part of the electrical grid and decarbonisation. The new fuel cell technology is already strong enough for a PHEV hybrid solution that extends the range and is much more affordable than battery-electric models. But that's not to say the technology is at parity with the internal combustion engine. We spoke to Dr. Julian Tack, a Senior Fellow in the Powertrain Technology section of Porsche Research and Development on the subject. What was Porsche's journey to the new fuel cell technology and what is its vision for the future? PHEVs are based on technology that is almost 20 years old and there is still no quality replacement for the combustion engine. In the ICE world, we still have to deal with combustion engine cycles that are pretty inefficient, leave lots of waste and are expensive to produce. In the drive towards cleaner energy for the environment, fuel cells have a promising future. They are clean energy that is more efficient and therefore more affordable. They also generate electricity without greenhouse gases. The more we promote electric cars and work to reduce our reliance on fossil fuels, the more fuel cells can become a potential future solution for mobility. When did Porsche start working on a PHEV solution? We started to work on PHEVs in 1999 with the Porsche 996 Hybrid, which was the first German car with a fuel cell stack. Since then,

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