



PORSCHE



The 918 Spyder
Pure. Energy.

918_Spyder



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Nothing makes us hold our breath like a utopia becoming a reality.

Milestones.

Is there anything that can surprise us in today's world? We've been to the moon. We've constructed satellites that show us the right path to take to reach our destination, right down to the foot. We harvest alternative energy from the sun, from wind, and from water. We are merely one click away from having millions of answers. At all times. Thus, once again the question: Is there anything that can surprise us in today's world? Yes. The answer is us.

We can do it by understanding each day to be a future that we ourselves contribute to. A future that enables us to do things that alter the way the world thinks. We can do it by creating moments in which something that never existed before now completely revolutionizes the way we live.

More than 60 years ago, Ferry Porsche did no less than this. What was it he said? "At the start, I took a look around, but couldn't find the car I dreamt of. So, I decided to build it myself." It became a classic, a milestone. Even then it was ahead of its time.

And today? Today, too, we are placing ourselves in a head-to-head race with the future. For the future changes, yielding new demands on alternatives and radical new ideas for the high performance car of the future. The future requires progress and new technologies for milestones in performance and milestones in efficiency. After all, the future also needs to be fun. It needs to offer fun while driving.

The 918 Spyder has arrived in the future, leaving behind a new reality that is available today. A milestone.





**Father from Weissach.
Mother from Le Mans.**

The 918 Spyder and the tradition of motorsport.

The 918 Spyder features all the attributes of a perfect racing car: performance, efficiency, lightness, and purity. And yet another very special quality: History. And that begins on a sheet of white paper. For that is where the 918 Spyder was recreated from the ground up. Every detail was questioned, every single screw, the concept as a whole. So to understand the direction the 918 Spyder is taking in the 21st Century, it is worth taking a look at its sporting past.

Porsche is motorsport. It has been since 1948 – right from the very first second. A racing version of

the Porsche 356, the first Porsche model, achieved a class victory in the 24 Hours of Le Mans. This was one of the first of more than 30,000 race victories to date. The principle remains unchanged today: small, nimble sports cars with comparatively low displacement – yet plenty of potency and fight.

This strategy paved the way to dominance in the sport. In 1970 and 1971, the resounding overall victories of the Porsche 917 heralded the start of an era in Le Mans seared into the memory of every fan. With the number

'918', the 918 Spyder takes this heritage on the road.

The 918 Spyder is also named after the RS Spyder. Its V8 engine provided the basis for the combustion engine in the high performance hybrid. The carbon-fiber monocoque delivered key foundations for the design, and its lightweight chassis was the model for the 918 Spyder chassis concept. Out on the race track, the RS Spyder claimed a whole series of victories: in the American Le Mans Series (ALMS) and in the European Le Mans Series (LMS).

The Weissach Package for the 918 Spyder (see pg. 56) demonstrates our clear commitment to motorsport. The optional foil decors featuring the designs of historic race cars faithfully follow a great tradition, but as soon as the engines start, the 918 Spyder interprets this in its own unique way. Out on the road, and on the race track, is where it shows its true colors.



Porsche 917



RS Spyder



**Performance enhanced. Resources conserved.
The principle is very simple.**

Porsche e-mobility.

The power of 3 motors. Or: The best from 2 engine worlds. The performance of a highly dynamic, naturally aspirated V8-engine combined with efficiency, responsiveness, and torque of 2 electric motors complement each other perfectly. Even on their own, these two electric motors impress with their extraordinary numbers. Their total mechanical output reaches 286 hp. And in light of the top track speed of 93 mph running solely on electric power and the maximum torque of 350 lb.-ft., you'll rediscover

electricity to be a guarantee for driving fun. This is also due to recuperation, e-boost, and the electric all-wheel drive system.

Delivering a fuel consumption of 3.1–3.0 liters per 100 km, on the New European Driving Cycle (NEDC), the interaction of the three power sources in the 918 Spyder shows that performance is not always a question of brawn but brains too. The 918 Spyder has a range of up to 19 miles on electric power alone.

It remains to be seen whether the future will be more mobile than the present day. But it does have a new source for propulsion. Electricity. It can be efficiently generated free from carbon emissions using regenerative sources, thereby offering a springboard into a clean future when it comes to mobility. In the interest of preserving resources, as well as in the interest of preserving performance.

The 918 Spyder is already a model for future generations of cars. For

what we've rolled out in the high-end sector and advanced further and further throughout the entire creation phase is the future model for performance. Or, simply put: a high performance sports car embodied in a plug-in hybrid. We call it: E-Hybrid.



**What the age-old dream of a sports car needed:
an ignition spark.**

The 918 Spyder.

Writing sports car history while simultaneously redefining the future of sports cars is not the easiest of tasks. But our engineers wouldn't be satisfied by anything less.

So, the objective was clear: a high performance sports car. The parameters: The most efficient propulsion system feasible, with extremely high performance. The ignition spark: A high performance hybrid with a highly emotional V8 racing engine accompanied by two supplemental electric motors. The decisive step.

The combination of three power sources not only provides for electric all-wheel drive, it also delivers an aggregate output of 887 hp with an incomprehensible torque of up to 944 lb.-ft. But they also represent the future when it comes to efficiency. Thanks to a series of measures, such as recuperation, the electric motor helps to reduce fuel consumption to just 3.1–3.0 liters per 100 km when an efficient driving style is adopted, on the New European Driving Cycle (NEDC). Including e-boost the e-motors add an additional output of 286 hp.

The map switch controls the 4 various driving modes plus Hot Lap configuration, thereby governing the interplay between the electric motors and the combustion engine based on the driving style.

While that in itself broke the mold, our engineers went even further. The 918 Spyder implements the extremely light structure used in motorsport. The structure consisting of monocoque and engine cradle on the 918 Spyder, as well as its outer shell, are produced using carbon-fiber reinforced plastic. When combined with high-end technologies like rear axle steering, active aerodynamics,

the first top pipes in a series production vehicle, and optional magnesium wheels, one thing becomes clear: Future-defining performance has changed sides. Starting today, it's happening in the present.

The result? A new lap record for production vehicles on the Northern Loop of the Nürburgring. With a time of 6:57 minutes on 4 September 2013, the 918 Spyder with Weissach Package beat the existing record by 14 seconds. And, in doing so, became the first production car with factory-fitted tires to break the seven-minute mark.

The 918 Spyder unites the genes from motorsport with e-mobility, thereby joining the list of renowned sports cars and legendary vehicles, like the 959 and the Carrera GT. And it is the first, and thus far only, high performance sports car designed from the ground up entirely as a plug-in hybrid. Everything is new. Each component, each screw is optimally designed for extremely high performance. And what still appeared contradictory at the start has now morphed into characteristic properties.

Motorsport feeling: Extremely high power and torque. For stability, maneuverability, agility, and impressive lap times on the Northern Loop of the Nürburgring.

Pure excitement: Spectacular sound from the high-revving V8 racing engine and a drive system with performance properties never seen before. Extremely responsive and exact. And thanks to the high performance electric motors, the torque responds immediately.

Electrifying: Drive emissions-free with a surprisingly high level of electric performance. Pioneer in a new kind of locomotion.

The 918 Spyder is not just a sports car. It is the embodiment of the future, as well as the epitome of 60 years of Porsche sports car history.

Enough talk, let's allow the numbers to speak.



210 kW (286 hp)
The highest e-motor output in any series production hybrid

230 kW
The strongest hybrid traction battery

.77 kW/lb
The highest rated output of any hybrid battery

132 hp/l
The highest power output per liter of any Porsche naturally aspirated engine

596,516 miles
Total length of all carbon fibers in the engine cradle

235 LEDs
embedded in the vehicle – Zero lamps

2.5 seconds
to accelerate to 60 mph

887 hp power

55 control units
in vehicle

3.1–3.0 liters
Fuel consumption per 100 km, on the New European Driving Cycle (NEDC)

944 lb.-ft.
Maximum torque system

6:57 mins
Northern Loop lap time
918 Spyder with Weissach Package

100 working hours
to produce one vehicle



**We could just sit back and ride in the draft of our own tradition.
Or get ready to enter the passing lane.**

The exterior design.

It could be said that no sports car blends tradition and innovation as consistently as the 918 Spyder. Borrowing from historic features, it takes us back to the past, yet also heralds the start of a new era with trail-blazing design.

Presented at the 2010 Geneva Motor Show, the 918 Spyder concept study was introduced to the public for the first time. The feedback has been so breathtaking that we have decided to use the fundamental design for the series production 918 Spyder.

The front fenders echo the legendary Porsche 917, while the distinctive B-pillar was inherited from the RS Spyder. It has Porsche DNA, of that there is no doubt. Our designers use the past as a reference point – as inspiration – but their aim is always to open a new door. To the future.

With the 918 Spyder, we do this with proportions emblematic of a race car, with concave-to-convex transitions and precise edges, ending at the vertically positioned LED headlights. Under this lie

2 large air intakes. They give the front offensive momentum and provide for sufficient cooling.

Another functional feature is the two-part domed roof made from lightweight carbon fiber. It's now even easier to stow it in the front luggage compartment. The side air intakes extend up to the B-pillar, making the tail of the car look even wider, more powerful.

And that power rolls onto the road with super-sized 20-inch wheels at the front and even larger 21-inch

wheels at the rear. The 918 Spyder magnesium wheels forged in one single piece are available on request – this exceptionally lightweight metal saves even more weight.

The top exhaust pipes inherited from the world of motorsport cause a stir technically, visually, and acoustically. This spectacular exhaust gas outlet also represents a first in the super sports car category.

The LED taillights are three-dimensional. Above them sits the extendable rear wing. When retracted, it reduces air resistance and enhances the purist impression exuded by the 918 Spyder. When it is extended, it delivers sportiness and downforce.

What does all this amount to? A low drag coefficient with a great amount of downforce, a high level of performance, and low fuel consumption. That is what happens when form follows function as well as emotion, and when innovation follows tradition.



918 Spyder design sketch



918 Spyder concept study



**The greatest luxury of our time:
being able to focus on what matters.**

The interior design.

The 918 Spyder was the child of the design studio and the race track. You can sense this in every fiber of the interior. This is because the sporting maxims of drive, chassis, and form are carried forth inside this vehicle.

The car's close links to the race track become apparent as soon as you get inside. Particularly from the cut-out instrument panel with the three free-standing circular gauges. The principles: Lightness and dispensing excess weight. Outstanding ergonomics and quick readability. The pure spirit of motorsport.

The passenger compartment features a cockpit-style layout. The control concept is in two parts that will define the future. Part 1: Just like in motorsport, the central drive settings can be controlled from the sport steering wheel. Part 2: All other functions, such as air conditioning, navigation, and audio settings, are controlled via a brand-new type of touchscreen featuring high quality Black Panel technology in the ascending center console. This produces extremely clear, pure architecture.

The materials are lightweight and high quality. They not only meet visual requirements, they also assume the structural tasks of the vehicle's interior. The open center console is encased in aluminum and divides the cockpit's function areas with visual clarity. Equally important was the use of carbon. To be more precise: visible carbon fiber. It is implemented extensively in the 918 Spyder. Not just for weight reasons, but also because it looks fantastic. The third primary material: leather. It is functional, robust, and is luxurious to the touch. It is framed with narrow piping in a contrasting color setting.

Another principal characteristic of the 918 Spyder is its rarity. Production has been limited to only 918 vehicles worldwide. And the limited-edition plaques on the transmission tunnel panel and the engine compartment cover show how every driver forms a part of Porsche sports car history – the history of tomorrow.



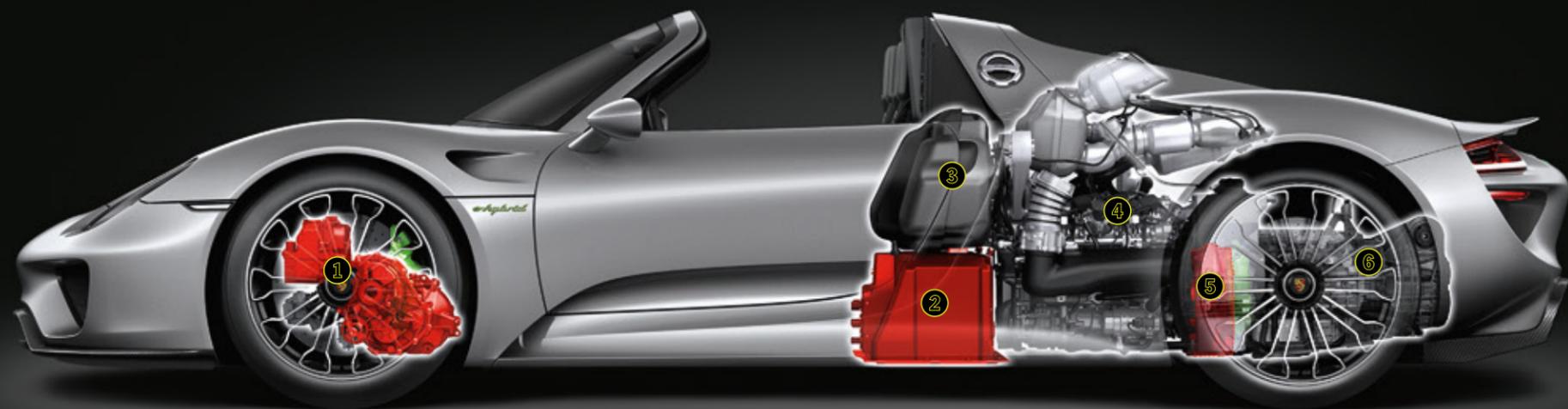
918 Spyder design sketch



918 Spyder concept study



- ① Electric motor, front axle
- ② High performance lithium-ion battery
- ③ Gasoline Tank
- ④ High-revving V8 engine
- ⑤ Electric motor, rear axle
- ⑥ 7-speed PDK



**This, or that?
Or the best of both.**

The drive concept.

Historically, one had to choose between building a high performance sports car, or a fuel-efficient vehicle. You can have one, but not the other. At least that's what people believe. But there is another way to look at things. For it's when an idea appears to be unfeasible that our hearts at Porsche begin to beat faster.

We wanted to meet both objectives. That's why the 918 Spyder was conceived as a performance hybrid with plug-in technology right from the outset. Our vision: bringing the highest level of performance in line

with extreme efficiency. All while maintaining conceptual harmony. The implementation has resulted in a new breed of vehicle. One which combines the advantages of conventional drive with those of a pure electric concept – in a manner never seen before in a super sports car. The efficiency and torque of two electric motors combined with the performance of a highly dynamic, naturally aspirated V8 engine.

In short: the best of two worlds united in one high performance sports vehicle.

**The 918 Spyder
as a performance hybrid.**

Not all hybrids are created equal. The arrangement and function of the engines make the 918 Spyder a performance hybrid. This means it can be driven via the rear axle by the combustion engine, or independently by the rear electric motor, or together, using both drives. Depending on the drive strategy, another electric motor can be activated at the front axle to drive the front wheels. Power distribution between the axles is triggered in

an automated manner by an innovative drive control system, electric Porsche Traction Management (ePTM).

Altogether, the 918 Spyder attains exceptional performance values using three drive sources: a system rating of 887 hp and an available torque of more than 590 lb.-ft. in the 800–5,000 rpm range. 7th gear yields a maximum torque of 944 lb.-ft. on the crankshaft.

For you, this translates into an exceptionally high torque even at low engine speeds, harmonic power development over the full engine speed range, and an extremely high maximum engine speed of 9,150 rpm.

The high-revving V8 engine.

Let's look at the facts: 4.6 liters of piston displacement and the highest output per liter of any naturally aspirated Porsche engine: 132 hp. And this is achieved despite having the lightest V8 motor ever seen in series production.

Developed exclusively for the 918 Spyder – from the same team of engineers who brought the RS Spyder onto the race track with extraordinary success, as demonstrated by the numerous racing wins.

Thanks to a rating of 608 hp, this high performance engine attains the level of a racing engine. That's what we call motorsport DNA. The engine's low weight of approximately 300 lbs and its low position deliver the best conditions for exceptionally dynamic driving performance and the highest level of precision in utilization of this vehicle's power, be it on the race track or out on the road.

The V8 engine also has dry sump lubrication with an independent oil tank, aluminum suction pumps, titanium connecting rods, and a flat lightweight crankshaft. Weight: down. Performance: up.

The electric motors.

Ahead of their time: In addition to the combustion engine, the 918 Spyder boasts another two top performers. Located directly on the rear and front axles, they yield exceptionally high output in relation to their weight and size. Their aggregate mechanical power reaches more than 286 hp, with 129 hp at the front axle and 156 hp at the rear axle. This means the 918 Spyder has the highest electric motor performance of any hybrid in series production. And in light of the top track speed of 93 mph running exclusively on electric power and the capacity to go from 0 to 60 mph in less than 6.2 s with purely electric acceleration (918 Spyder with Weissach Package: less than

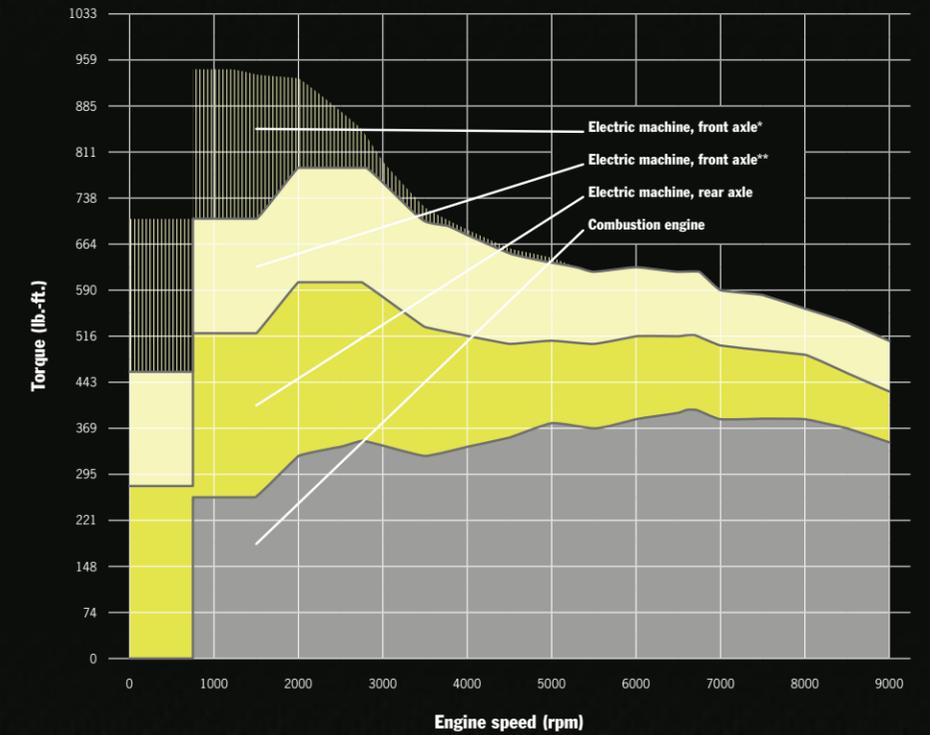
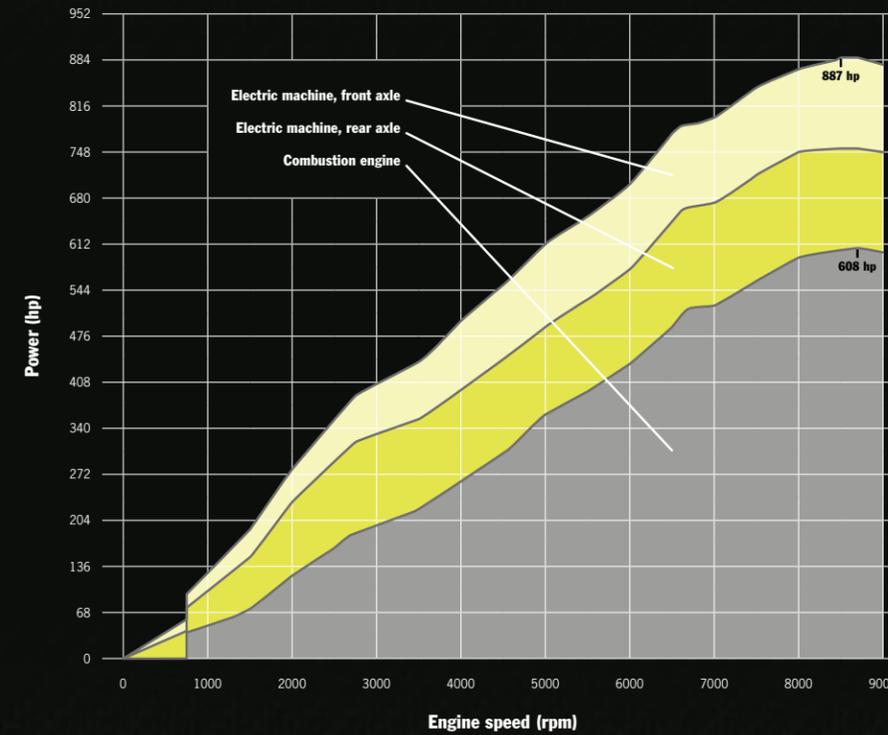
6.1 s), they deliver what a drive system promises when carrying the name Porsche.

Add to this remarkably fast responsiveness in the electric drive. The maximum torque of approximately 350 lb.-ft. is ready to be applied even when the car is stationary – delivering extremely fast acceleration from a standing start. The high performance and fast response facilitate the quick-responding, electric all-wheel drive function. In the interest of improving weight and performance, the front electric motor is constantly applied to the front axle. The result is enormously high traction force on the front axle even when the high-revving V8 engine is still in the low rpm range.

The effect is amplified in high gears. This design means that the electric motor attains its maximum rpm on the front axle at 165 mph, at which point it is decoupled.

Yet another plus: The electric drive is significantly more efficient than a combustion engine throughout a broad rpm range – with efficiency at approximately 90% in the majority of load ranges.

Above all, electric motors make it possible to recuperate energy that can be applied for an additional e-boost at a later point in time. The advantage? We say it's the intelligent way of getting way ahead. A topic that is the very electricity of life for our engineers.



* Equivalent torque, calculated on the crankshaft in 7th gear.
** Equivalent torque, calculated on the crankshaft in 3rd gear.



High performance hybrid battery

The high performance traction battery.

The rated performance in a series production vehicle – everything that applies for the V8 racing engine, also applies for the battery. With an output of .77 kW/lb, it is ahead of its time. The liquid-cooled, high performance, lithium-ion traction battery has been specially developed for the 918 Spyder – and refined for performance. The output it yields has been a vital criterion. At 230 kW, it is currently the top performing hybrid battery. This

battery was developed with a focus on lightness, implementing methods such as the use of CFRP on its housing. The result has been an aggregate weight of roughly 300 pounds with 6.8 kWh of energy capacity. With this exceptionally high energy capacity, extremely quick power output, and the corresponding electric boost from the electric motors, the lithium-ion battery meets the energy demands expected of a high performance sports car in the 21st Century.

However, it is our opinion that a battery is only truly efficient if it provides power for the vehicle's entire service life. The long-term guarantee of seven years or up to 60,000 miles serve as proof of its ability to perform, but also as proof of our confidence in the future.

The traction battery can be charged directly from a power outlet using the charging port (or plug-in) on the vehicle. In addition, the battery is also charged while driving.

Firstly in recuperation mode, where part of the vehicle's kinetic energy, is transformed into electrical energy by the electric motors, such as when braking, for example.

Secondly, depending on the driving situation, the combustion engine can drive the rear electric motor

which, in turn, charges the hybrid battery while in generator mode. The principle: shifting the load point. The result: more energy for extremely fast lap times. Or for driving exclusively in electric mode.

The high performance hybrid brake system.

The 918 Spyder can brake using both of the electric motors and, as a result, retrieve energy for the hybrid battery (recuperation). The high performance hybrid brake system uniquely combines an extremely efficient recuperation system with the authentic feeling of a brake pedal. The high level of recuperation performance in connection with the combustion engine's shifting of the load point is particularly effective at securing

a high level of availability in electric reserve for additional power and acceleration, especially on the race track.

The intelligent hydraulic system switches – unnoticeable to the driver – between the electric and hydraulic brakes of the PCCB brake system and helps to ensure uninterrupted feedback from the brake pedal – just like one would justifiably expect from a Porsche.



Porsche Universal Charger (AC)



Charging Dock with Porsche Universal Charger (AC)



Porsche Speed Charging Station (DC)

The charging equipment.

The 918 Spyder is a performance hybrid with plug-in technology that can be charged using the electricity at your own home. In order to charge comfortably at home, we recommend you install an industrial socket, particularly the specially designed series production Charging Dock from Porsche Design. The Porsche Universal Charger (AC), also in series production, with an output of 3.6 kW, offers the highest level of safety and can be placed on the loading dock effortlessly. This means the vehicle can be charged in approximately 2 hours in connection with a 240 Volt outlet.

For AC charging, the alternating current from the power grid is converted to direct current by the on-board charger in order to charge the traction battery.

The particularly high-performing Porsche Speed Charging Station (DC) with an output of 20 kW is also available. The Porsche Speed Charging Station (DC) features the highest level of safety and standard Porsche design. It is permanently installed. When charging using this direct current (DC) unit, the alternating current (AC) is transformed into direct current (DC) outside of the vehicle. This reduces charging time to under half an hour. Up to 80% of the maximum charge level is achieved in approximately 15 minutes.

When installing the charging device – for example, in your garage or at the race track – a certified electrician with a recommendation from Porsche can assist, if required. In order to control and monitor your vehicle when it is loading, as an example, "Porsche Car Connect" will provide you with e-mobility services (see page 51), among other things.



The exhaust system with top pipes.

A novelty on the road – and also for Porsche: the top pipes. The concept comes from the race track and is unambiguous proof of the racing pedigree of the 918 Spyder.

During the development process for the 918 Spyder, our engineers refused to accept that the particularly effective shape of exhaust gas ducting used in motorsport cannot be applied in road vehicles, or at least for a high performance sports car.

They adopted a completely new approach, resulting in a novel concept for the thermodynamic ducting of air, providing an extremely short route for ducting exhaust gas. Exhaust gases are moved out of the vehicle through the top pipes directly above the engine. This reduces exhaust back pressure, resulting in a positive effect on performance and fuel consumption. It also has an acoustic effect, creating the rich Porsche sound that expresses the motorsport genes of the 918 Spyder.

There is also another advantage to this novel concept: The heat from the combustion engine is conducted out of the vehicle more

quickly. And, not least, the top pipes significantly underscore the pure racing character of the 918 Spyder. Let's call that a nice side effect.

Porsche Doppelkupplungsgetriebe (PDK).

High performance engines require high performance gearboxes. On the 918 Spyder, the Porsche Doppelkupplung (PDK), double-clutch gearbox, has been reduced in weight, is installed as low as possible in the vehicle, and is trimmed to the lightweight chassis. Gear change times and shifting programs have been further refined. The PDK

shifts automatically, but you can also control it using the shifting paddles on the sport steering wheel.

The result: Gear changes take place in milliseconds with almost no interruption of traction. Just like motorsport.



**Complex technology, yes.
Complex operation, no.**

The 918 Spyder is no ordinary hybrid, it is a performance hybrid that intelligently refines its strengths. As an E-Hybrid.

The result: Four different driving modes and a Hot Lap configuration. They automatically regulate the interaction between the electric motors and the combustion engine based on driving situation and style. Further driving settings for light functions and aerodynamics are also configured automatically. And yet you can intervene at anytime – but you don't have to. The desired driving mode can be activated manually using the map switch in the sport steering wheel – activating your adrenaline with it.



1. E-Power (E).

In E-Power mode, the electric motors provide the highest level of fuel efficiency. Perfect for moderate, consumption-oriented driving, such as when in town or for efficient country driving.

2. Hybrid (H).

In Hybrid mode, the electric motors and combustion engine interact to provide the highest level of fuel efficiency. Perfect for moderate, consumption-oriented driving, such as when in town or for efficient country driving.

3. Sport-Hybrid (S).

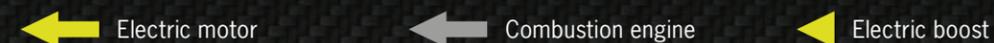
In Sport-Hybrid mode, the combustion engine runs without interruption. It receives support from the electric motors via an electric boost when the driver calls for extra power. The result: a sporty driving style.

4. Race-Hybrid (R).

The combustion engine runs without interruption. The electric motors completely utilize maximum performance potential, thereby increasing boost performance even further. The combustion engine charges the battery in an amplified manner. The gearbox shifts in an extremely fast and sporty manner, with the engine's power utilized to full potential. This provides outstanding performance for equally outstanding lap times on the race track.

Hot Lap configuration (red button).

By pressing the Hot Lap button at the center of the map switch when in Race Hybrid mode, the maximum energy potential of the high performance hybrid battery is accessed for the fastest lap time possible. That equates to another approximately 4 seconds on the Northern Loop of the Nürburgring.



**The engine cradle is for the heart of the 918 Spyder.
The monocoque is for its soul.**

Structure and chassis.

High-end power meets a high-end lightweight chassis. The chassis on the 918 Spyder is designed in two parts, with a monocoque and frame both made from carbon-fiber reinforced plastic (CFRP). As is standard in motorsport, the vehicle structure remains drivable without an exterior shell.

This is why it is called a rolling chassis concept. It has the additional advantage that – since they are independent of one another – components can be individually tailored: load-bearing parts are optimized with regard to rigidity and weight, cladding parts with regard to aerodynamics and design.

The monocoque and engine cradle are formed using a multitude of carbon fiber mats optimally aligned in terms of number and position. This results in an extremely lightweight and torsion-resistant body and provides the best prerequisites for excellent driving dynamics and high performance.

The external shell is manufactured nearly entirely from very light carbon-fiber reinforced plastic (CFRP). This constitutes the ideal basis for an extremely high power-to-weight ratio and represents the amalgamation of form and function.

The chassis.

Having immense power is one thing. Harnessing and controlling it is another. Especially when running at the limits of performance. The important thing here is to show consistency when it is needed.

The 918 Spyder is well prepared for any situation. It sits low to the road, with the center of gravity slightly above the center of the wheels. The weight distribution between the front and rear axles (43% to the front, 57% to the rear) is at an optimum for driving dynamics. Consistency in keeping structural elements light maintains overall weight low.

These characteristics help to provide exceptional agility and stable driving characteristics – especially when cornering.

A double wishbone axle is installed at the front. The rear axle is a multi-link axle in the refined LSA (light, stable, agile) concept with electric rear axle steering. A race-proven axle concept is installed on both axles, with weight and performance-oriented wheel control derived directly from the RS Spyder.

The uniball joints – commonly used in motorsport – create a particularly taut connection between the monocoque and the engine cradle. These highly precise joints are fitted to all

steering links on the front and rear axles on the 918 Spyder to ensure sensitive and direct response in chassis components, including steering, and to provide the highest level of driving precision.

Rear axle steering.

Extremely practical in daily life, spectacular on the race track: the new standard rear axle steering. The 918 Spyder combines the various demands for suitability in daily use and performance while balancing the requirements of agility and driving stability. An electromechanical adjustment system on each rear wheel per-

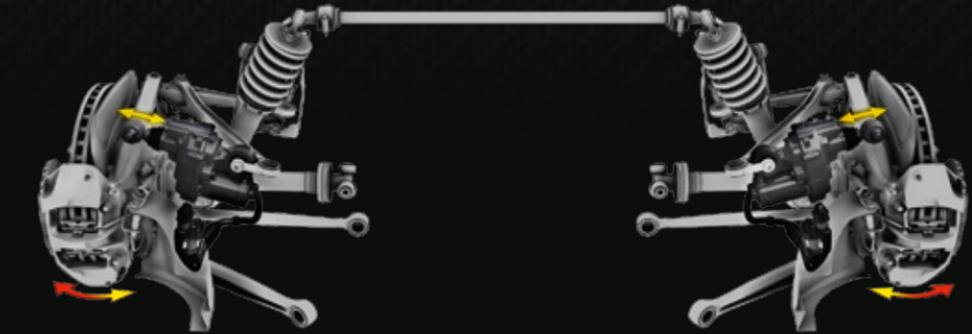
mits – depending on speed – steering angles of a few degrees in both directions.

The benefit in everyday driving: At low speeds, the system steers the rear wheels in the opposite direction of the front wheels. This virtually leads to a shorter wheel-base, with steering characteristics around bends becoming noticeably more dynamic.

Turning radius is reduced, maneuvering is easier.

Advantage in sports driving: At higher speeds the system steers the rear wheels in the same direction the front wheels turn.

Driving stability improves due to the virtual extension to the wheel-base.



Rear axle steering



Rolling chassis concept

The lift system.

Curbs, ramps, garage entrances – or racing transporters. With the press of a button on the center console the optional lift system on the front axle is activated, raising the body by approximately 30 mm while the vehicle is stationary or traveling at speeds of up to approximately 31 mph.

The wheels.

The 918 Spyder wheel has been specially developed for this extraordinary sports car. Its sovereignty is immediately apparent in both design and function. The vehicle has 20-inch wheels on the front axle and 21-inch wheels on the rear axle. The rims are painted black and the face surfaces are highly polished, thereby creating a three-dimensional impression. Their size gives them advantage with regard to driving dynamics and rolling resistance.

Or you may decide to select this wheel optionally available coated in platinum.

The 918 Spyder magnesium wheel is also optionally available – and is standard on the 918 Spyder with Weissach Package (page 56). This wheel amplifies the racing character of the 918 Spyder even further, for the single-piece forged magnesium wheels are designed for high performance. The material is especially light yet extremely robust, and tailor made for the race track. The design, which is derived from the

RS Spyder, facilitates optimum material utilization. The weight advantage compared to the standard wheels is nearly 33 lbs.

What do all three wheels have in common? The highest level of performance and low roll resistance thanks to sport tires from Michelin®. And the characteristic central-locking wheel from the world of motor-sport. Handy when trying to beat the clock on the race track.



918 Spyder wheel



918 Spyder wheel coated in platinum satin finish



918 Spyder magnesium wheel



electric Porsche Traction Management (ePTM).

Power is one thing, transferring it to the road efficiently at all times is another. The best way to do this is with all-wheel drive. Or, even better: electric Porsche Traction Management (ePTM), developed specifically for the 918 Spyder.

Ensuring excellent driving dynamics, the ePTM delivers sports handling combined with high stability. Torque distribution between the front and rear axles is performed actively and very quickly by triggering the electric motor on the front axle. The advantage: Thanks to constant monitoring of driving conditions, immediate response to varying situations is possible.

Sensors continuously monitor speed on all four wheels, the longitudinal and lateral acceleration of the vehicle, as well as the steering angle. Evaluating all of these data makes it possible to distribute torque among the front and rear axles ideally.

In combination with Porsche Stability Management (PSM) and anti-slip regulation (ASR), the ePTM helps to ensure the right power distribution is being used according to the specific driving conditions.

The result: high safety levels and outstanding performance. Combined in perfect harmony.

Porsche Active Suspension Management (PASM).

The electronic adjustment of the suspension system actively and continuously controls the optimum damping force for each individual wheel – depending on the driving style and situation. At the press of a button you can switch between two programs, Normal and Sport. Normal mode is designed for sports driving on public roads and race tracks when wet. Sport mode is especially adapted for maximum lateral acceleration and the best traction possible on the race track.

Porsche Torque Vectoring Plus (PTV Plus).

No need to fear curves. Porsche Torque Vectoring Plus (PTV Plus) increases driving dynamics and stability. The system operates by making controlled interventions in real wheel braking, as well as with a fully variable electronic rear axle differential lock.

What does all this amount to? High lateral-dynamic stabilization of the vehicle as well as excellent traction and agility. Characteristics that are essential at the thresholds of performance, because they increase the fun in driving.

Porsche Active Aerodynamics (PAA).

Low aerodynamic drag and high output are essential at high speeds. Simultaneously, whenever possible. Another contradiction? Not for our engineers. They have solved it with the three-stage extendable rear spoiler, active diffusers in the front underfloor, and active cooling-air flaps that are automatically triggered based on operating mode and speed. A system that unites aerodynamics and output in the interest of superior driving dynamics.

A system we call Porsche Active Aerodynamics (PAA). In the front, this task is carried out by the especially wide double-section, carbon fiber front spoiler and fin-shaped cooling-air flaps that open and close for even better aerodynamics based on the driving situation and cooling requirements.

At the rear, there is the three-stage extendable rear spoiler. In Race mode, the fully extended spoiler deploys approximately 10° more to help ensure maximum downforce on the rear axle.

Simultaneously, the front diffusers in the underfloor open fully to create a vacuum, thereby increasing the downforce on the front axle to help establish the right vehicle balance on the race track.

All of these individual measures add up to very high power, or a low drag coefficient and, perhaps, your personal best on the race track.



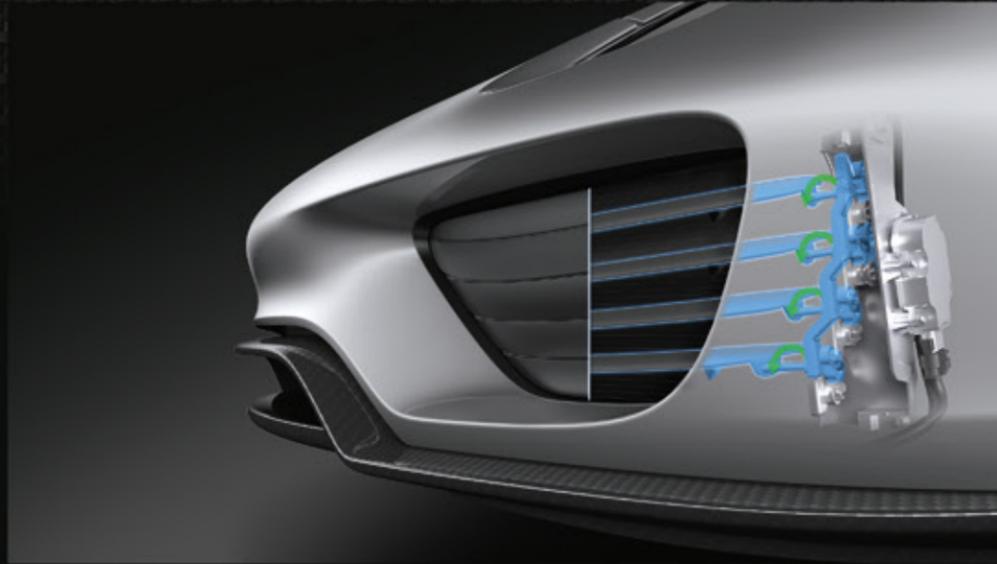
Rear wing, starting position



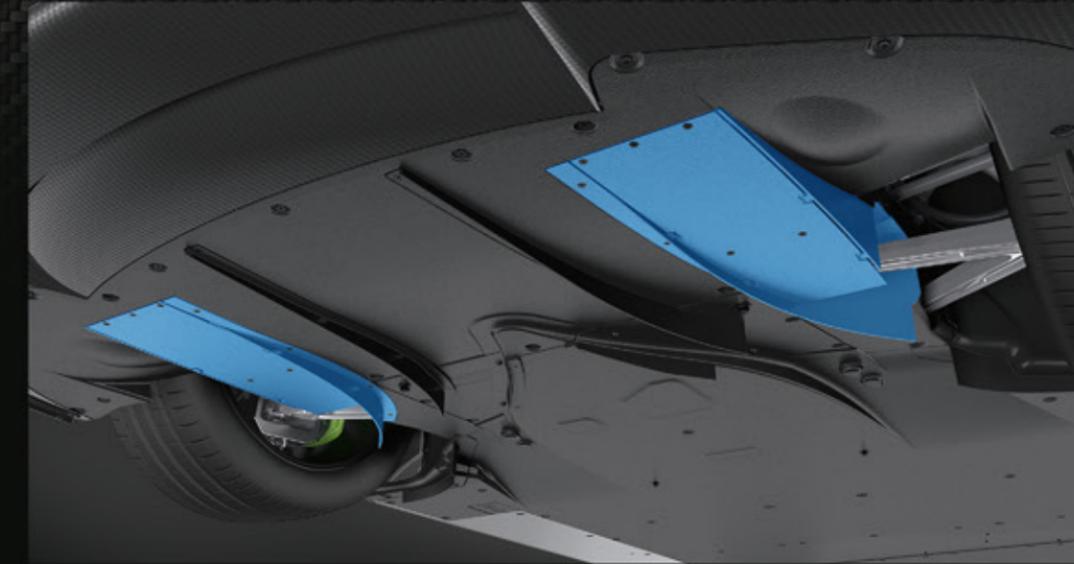
Rear wing, position for speed



Rear wing, position for performance



Cooling air flaps



Diffusers in the underfloor



Extendable rear wing and spoiler



Underbody aerodynamics

This revolution comes from within.

The cockpit.

The interface between human and machine: the cockpit. This is where all the information comes together. Data is immediately translated into maneuvers – directly and without detours.

In the 918 Spyder, commands are communicated using completely new ergonomics with innovative control elements that have been designed with performance constantly in mind. Providing the driver with future-oriented interior technology as well as progressive sports car design.

The control and display concept.

One important design objective in the 918 Spyder: authentic motorsport feeling – right down to the elements with their high degree of functionality.

Control elements are divided into two separate function zones: firstly, the multi-function sport steering wheel and the circular gauges for controlling and displaying central driving functions. Secondly, the ascending center console, which includes a 7-inch touchscreen and a central 8-inch information display on the instrument panel for exhibiting core functions, such as audio, navigation, and air conditioning.

The multi-function sport steering wheel, including map switch and central instrument cluster.

The multi-function sport steering wheel of the 918 Spyder has been derived from a vital motorsport principle: The driver's hands must never depart from steering wheel, especially when driving spiritedly.

The map switch on the sports steering wheel is positioned centrally to allow the driver to select one of the four driving modes, as well as the Hot Lap configuration.

Indispensable to sports driving: shifting paddles. For shifting the way it's done in motorsport. You

can select the positions D, N, and R using a compact lever on the instrument panel. Consistency: Two control wheels used to control the left and right display on the central instrument cluster.

The three circular gauges on the instrument panel are not only ergonomic, they are also stylish. The central 'Power and Drive' circular gauge, like on all Porsche vehicles, contains an analog tachometer. It has a classic effect – yet also points to the digital future: with an LED power meter display on the outside ring of the circular gauge. It shows the total power available for both drive types.

A digital display also provides information about the gear engaged, current speed, and driving mode.

The circular gauge on the left is known as the 'Speed and Assist' gauge. It displays all information regarding speed and cruise control.

To the right of the tachometer is the 'Car & Info' gauge for displaying information regarding fuel level, on-board computer, battery charge, range, shifting assistant, and G force.





The center console with touchscreen and central information display.

Porsche engineers reservedly call their work "technical evolution". But for the completely innovative touchscreen with Black Panel technology, the word "revolution", would indeed be more appropriate.

The displays and control functions are intuitively controlled via the kind of touch and gesture recognition seen in smartphone technology, letter recognition and three turn and press controllers. You can customize display content to match your personal preferences. Embedded in the high quality center console, the touchscreens

enable quick navigation and direct control of functions regarding comfort, climate control, vehicle settings, and the standard Porsche Communication Management (PCM).

Information from PCM is displayed on the central 8-inch TFT information display. It is situated in the instrument panel, enclosed within a panoramic screen. The lowest levels of reflection guarantee optimum readability.

The touchscreen and information display optimize ergonomics and reading precision. Thus: information is the focal point – without any distractions. This means you can concentrate on the most important thing when sitting in a 918 Spyder: driving.

Porsche Communication Management (PCM).

New technology – for new methods of communication: In the interest of weight reduction, PCM does not have CD or DVD drives. The 918 Spyder has attained the next stage of technical evolution with connectivity enabled by two USB interfaces, WiFi, and Bluetooth®.

What does this new level of connectivity mean for you? Using WLAN or Bluetooth®, you can connect the PCM to the Internet directly using your smartphone and utilize various online services displayed and controlled via the PCM, such as weather reports and web radio. Of course, you can also access the

media content on a mobile device, such as an MP3 player, or the media library on your smartphone and have the Cover Flow display shown on the PCM.

PCM is able to give you direct access to your personal address book on your mobile phone and – depending on your phone model – your SMS and e-mails.

Thanks to the separation between the touchscreen and information display, it is possible to change destination data and routing options while the active route still remains in the upper information display.

An intelligent navigation suggestions search function is sure to be

of service. With an active Internet connection established via your smartphone, your search will always find the latest information.



Porsche Car Connect.

Short, direct paths – this has always been a point of emphasis at Porsche, which continues to be the case in the digital age. Porsche Car Connect links your 918 Spyder with the possibilities of the 21st Century. And it gets you even more connected with your vehicle – which is exactly the way things should be with a sports car.

Porsche Car Connect is a smartphone app you can use to access various vehicle data and to externally control certain functions – anytime and anywhere. Carfinder reveals the shortest route from your current position to your vehicle.

Additionally, Porsche Car Connect is enhanced with extensive e-mobility services on the 918 Spyder that are specifically tailored to the vehicle's concept. This provides you with, among other things, an overview of the current battery charge level and the range available running exclusively on electric power. You can also use it to control the charging process.

Thanks to Remote Vehicle Status, you'll always have an eye on the most important information regarding your 918 Spyder. You can call up mileage and fuel level, or obtain information like whether windows and doors are open or closed. With Remote Services, you can access statistical information on

your vehicle, such as the distance driven, average speed, and consumption during the last drive.

Particularly practical: With Porsche Car Connect, you can check the status of the alarm system as well as the locks on the doors and windows, anytime and from anywhere.

An additional Porsche Car Connect function: the Porsche Vehicle Tracking System (PVTS), making it possible to track a stolen vehicle.

The Burmester® High-End Surround Sound-System.

The sound of a Porsche is like an acoustic fingerprint. That applies to more than the just engine. That's why we've cooperated with Burmester®, one of the most renowned manufacturers of high-end audio equipment worldwide, to developing the standard sound system on the 918 Spyder.

The result is a high-end surround sound system perfectly tuned to the specific interior acoustics on the 918 Spyder.

The 11 ideally positioned loudspeakers have been developed for the specific requirements of the

lightweight structure on a high performance sports car, delivering a total output of more than 500 watts with unprecedented, fully natural, and rich acoustics even at the highest volume levels. And all that with an aggregate weight of under 9 lbs for all of the components. Cue the applause.

The HD radio.

The standard HD radio can receive digital radio transmissions with significantly improved sound quality. It switches between digital and analog signals automatically to provide optimal reception for the station selected.



The ergonomics.

The 918 Spyder offers a sportier seating position, approximately 4 cm lower than in the Carrera GT. This lowers the center of gravity. What does that have to do with comfort? A great deal in fact, for the driver has more space. Such as when it comes to head room, for example. This means that even extraordinarily tall drivers can configure an optimum seat position. The steering wheel also provides a relatively high level of freedom, with over 2 inches of fore/aft adjustment. That's ergonomics. And comfort.

Lightweight bucket seats.

Drivers need seats that provide support without constriction. Made from carbon-fiber reinforced plastic (CFRP), these specially developed seats meet that goal in every aspect. Their height can be adjusted electrically for the driver's seat, and they fit in perfectly with the modern interior architecture. Their design features a significantly reduced shape and an unusually low seating position for a high performance sports car.

The extremely light manufacturing and modern design of the bucket seats have been influenced by the

design of legendary Porsche race cars. The side profiles and additional shoulder support have a characteristic shape and provide additional shoulder support.

Lightweight bucket seat with firmer cushioning.

More rigidly designed light-weight bucket seat made from carbon-fiber reinforced plastic (CFRP) with firmer cushioning is available (for the driver's side) at no extra cost. The provide even more lateral support.

The dome rooftop and the luggage compartment.

With the two-piece and extremely light mounted rooftop, the 918 Spyder shows its other face. For that's when it morphs from an open sports car into an enclosed high performance machine. The roof is made from carbon and can be removed effortlessly for stowing in the compartment underneath the front hood.

There has been an evolution in space right at the front too: The luggage compartment has a capacity of approximately 3.7 cubic feet. Even when both halves of the rooftop are stowed, there is still room for a bit of luggage.

The luggage set.

Traveling with your high performance sports car. Upon request, a 5-piece luggage set is available, tailored specifically to the storage space available on the 918 Spyder and made from high quality materials like carbon, genuine leather, and Alcantara®. The set consists of an expandable trolley case that fits into the front luggage compartment even when the rooftop halves are stowed, a bag for the space below the ascending free-standing center console, two clothes bags for the space behind the seats and a bag for the glove compartment.



**Even though forward is where you are going:
You still need reserves in both directions.**

Safety.

Experienced engineers know that when it comes down to a few decisive seconds, nothing can be left to chance. In addition to its high performance, the 918 Spyder also has outstanding safety features – in terms of both braking and passive safety.

Driver and passenger airbags.

The 918 Spyder comes standard with driver and passenger airbags. They are triggered in two stages, depending on the severity and type of accident.

Porsche Side Impact Protection System (POSIP).

The standard POSIP consists of side impact protection elements and a head air bag in the doors, as well as a thorax airbag in the seats. This high volume of airbags provides safety throughout the entire seat adjustment range. Padded elements on the door panels provide even more protection for occupants.

Additional safety features include head supports integrated into the seat back, a collapsible steering column, 3-point belts with belt tensioner, a belt force limiter, as well as energy-absorbing structures in the instrument panel.

Porsche Ceramic Composite Brake (PCCB).

Over 30,000 racing victories since 1948 have taught us that it is not acceleration alone that matters, but also deceleration. That's why the brake system on the 918 Spyder had to be a proven race track performer withstanding the most stringent requirements, like the cars in the Porsche Mobil 1 Supercup, for example. The brake discs' diameter measures 410 mm in the front and 390 mm in the rear. The Acid Green painted six-piston aluminum monobloc fixed calipers at the front axle and the four-piston aluminum monobloc fixed calipers at the rear axle provide very high

and, above all else, consistent brake pressure.

A decisive benefit of the ceramic brake system is its extremely low weight. The brake discs used are approximately 50% lighter than the gray cast-iron discs of similar design. This positive factor is evident in both driving performance and consumption due to the reduction in unsprung and rotary mass.

On the race track, this saves valuable seconds. On that note, on to the 918 Spyder with Weissach Package.





MARTINI

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MARTINI

S-XR 42



**How close can you actually get to motorsport?
Really close.**

The 918 Spyder with Weissach Package.

Life, as we all know, is no spectator sport. It's about intense experiences that make the hairs on the back of your neck stand on end. You won't find these experiences sitting in the grandstands. They are out on the race track. In the driver's seat of your 918 Spyder with Weissach Package.

The 918 Spyder gains its technical advantage from the strict use of lightweight materials, right down to the most minute detail. Our engineers have scrutinized every last nut and bolt, pushing back the boundaries of what is possible with measurable success: Cutting approximately another 90 lbs boosts performance and saves crucial seconds on the race track.

This was proven on the Northern Loop of the Nürburgring, where the 918 Spyder with Weissach Package beat the lap time of the 918 Spyder by a further three seconds. Result: 6:57 minutes.

Unique on the street, yet a rule in motorsport: Instead of standard paint, the vehicle is completely covered in foil. It is placed directly onto the vehicle's carbon-fiber reinforced plastic (CFRP) frame.

In its motorsport suit, the 918 Spyder saves up to 5 lbs of weight. The visual base: black matte film. Or striking, historic motorsport designs embodying the spirit of motorsport in every square inch. Like the classic and

timeless MARTINI RACING decor foil, or the Porsche Salzburg decor foil. Alternatively, the 918 Spyder is also available with the uniform coating of your choice.

Always a symbol of the 918 Spyder with Weissach Package: contrasting elements typical of motorsport with visible carbon fiber elements. Consistent use of lightweight materials delivers consistent performance, as demonstrated by rooftop, rear wing, external mirrors and windshield frame. In the interest of improving the aerodynamic performance, the 918 Spyder with Weissach Package has supplemental carbon components, such as aero-blades on the tail and aero-flaps in the air outlets behind the front wheels.

With the 918 Spyder magnesium alloy wheels, you won't have to hide in the pit lane. Developed based on the wheels on the RS Spyder, they additionally cut another 33 lbs per vehicle compared to standard wheels. The central locking device with opposite threaded bolts on each side is characteristic of the race track. The bolts on the 918 Spyder magnesium wheel are blue for right and red for left, just like in motorsport. A small detail demonstrating just how close the 918 Spyder really is to the race track.

With the Weissach Package, our racing engineers have undertaken even more technical measures to reduce the weight of the 918 Spyder even further – because every ounce really does count. These include a weight-optimized braking system with titanium elements, ceramic wheel bearings, a carbon fiber reinforced plastic (CFRP) stabilizer on the rear axle, and a CFRP rod instead of a gas pressure strut on the front hood. Add to this several modifications compared to standard equipment, such as omitting the audio system and interior climate control.

However, equipment options both are available at no extra cost.

The standards for the interior materials focus on practicality and exceptional quality, so it is no coincidence that they have the feel of motorsport. The dominant element is carbon. The 918 Spyder with Weissach Package follows the purist approach of our designers by also rendering the basic materials in the interior visible. This also delivers crucial weight savings, with the central part of the instrument panel, the center console frame, the door handles and shifting paddles on the sports steering wheel all in visible carbon fiber.

Another material frequently used in motorsport: Alcantara®. It is extremely durable and slip-resistant. In the 918 Spyder with Weissach Package, the steering wheel rim, center console armrest, and, optionally, the center seat panels are covered with Alcantara®.

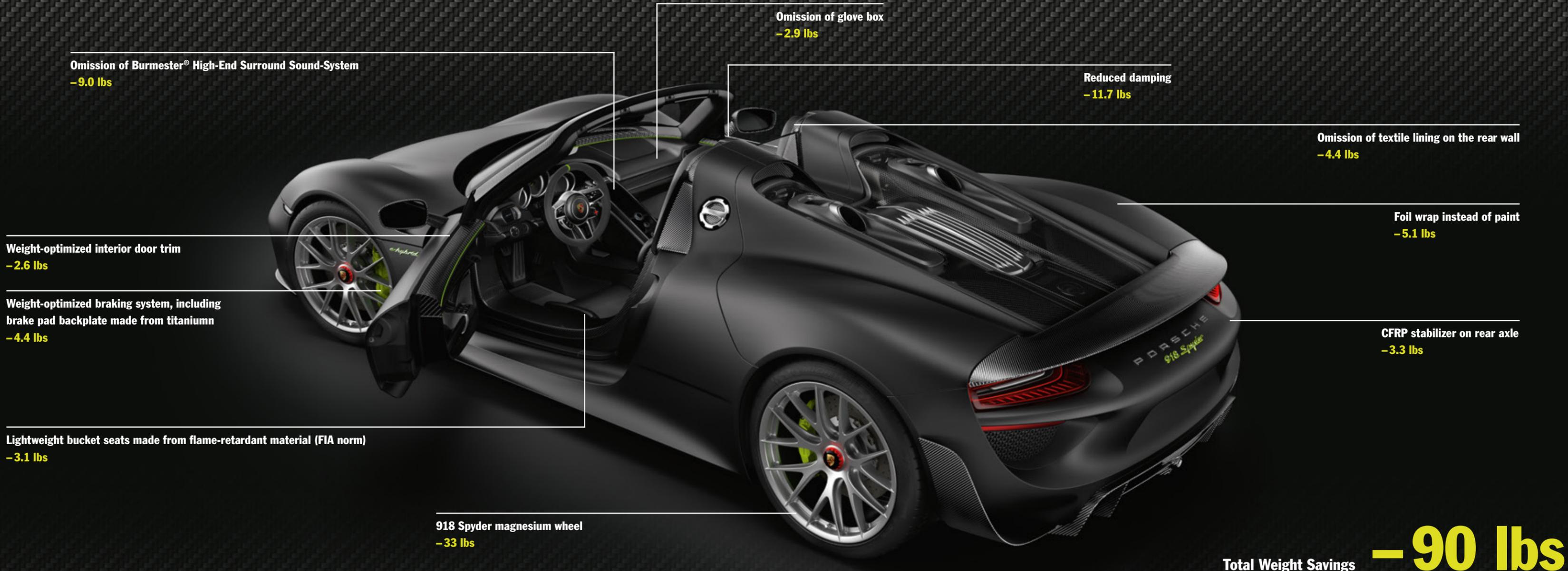
Other interior features of the 918 Spyder with Weissach Package include: flame-resistant seat covers, black door handles, as well as an attachable 6-point driver and passenger seat belts, also in black.

These features all deliver significant weight savings, coming together to improve performance, and there-

fore efficiency, even further. This saves even more critical seconds on the Nürburgring North Loop. Out on the road, it offers additional potential for comparably low fuel consumption. With the 918 Spyder with Weissach Package, you can translate all of this into a truly enjoyable driving experience. 1:1. Up close and personal.

The two figures on the following double page show how much weight you save at which spots.





Omission of Burmester® High-End Surround Sound-System
-9.0 lbs

Omission of glove box
-2.9 lbs

Reduced damping
-11.7 lbs

Omission of textile lining on the rear wall
-4.4 lbs

Foil wrap instead of paint
-5.1 lbs

CFRP stabilizer on rear axle
-3.3 lbs

Weight-optimized interior door trim
-2.6 lbs

Weight-optimized braking system, including brake pad backplate made from titanium
-4.4 lbs

Lightweight bucket seats made from flame-retardant material (FIA norm)
-3.1 lbs

918 Spyder magnesium wheel
-33 lbs

The key to extreme structural lightness is found in the details. And in even better performance.

- Omission of vaporizer in 2-zone automated climate control -2.0 lbs
- Titanium chassis screws -1.8 lbs
- Shorten floor covering in footwell -1.8 lbs
- Ceramic wheel bearings -1.5 lbs
- Interior frames made from carbon fiber reinforced plastic (CFRP) in visible carbon fiber -1.3 lbs
- CFRP rod to support hood -1.1 lbs
- Omission of speed charging equipment -0.9 lbs
- Omission of outer lining on trunk -0.7 lbs
- Omission of storage compartment in center console, Alcantara® armrest on center console -0.7 lbs
- Lightweight tail spoiler made from thin glass -0.4 lbs
- Shifting paddles made from carbon fiber reinforced plastic (CFRP) in visible carbon fiber -0.4 lbs
- Door opener loop -0.4 lbs
- Omission of USB cable -0.4 lbs
- Aero covers on wheelhouse +0.2 lbs
- Aero-blade on the tail +2.2 lbs

Total Weight Savings **-90 lbs**

**It has always turned heads.
Why should it be any different today?**

The MARTINI RACING Design.

Since 1948, Porsche race cars have won the hearts of countless fans – partly due to their incomparable design. From 1970 on, the race cars of Porsche MARTINI RACING joined motorsport history to become design icons.

Racing models like the 908, 917, 935, 911 Carrera RSR, and 936 Spyder with their characteristic MARTINI RACING stripes are recognized by automotive enthusiasts all over the world. The major victories of MARTINI RACING Porsche remain unforgotten today, such as the 917 at the Le Mans 24 Hours in 1971, which held the distance record for

nearly 40 years. Or Targa Florio in 1973.

The unique MARTINI RACING Design harkens back to an era when almost every child wanted to be a race car driver. Today, the 918 Spyder with Weissach Package can turn that dream into reality.

For details regarding MARTINI RACING Design, please refer to the information on page 71.





**How long does it take to write motorsport history?
24 hours.**

The Salzburg Racing Design.

356, 550, and 911 are all numbers that have made Porsche famous. The 917, however, enjoys a particularly legendary status as the most powerful and fastest Porsche race car of all time, reined in by rules, but not by its rivals.

The 917 of 1969 produced an impressive 560 hp at 8,300 rpm with an air-cooled 4.5-liter 12-cylinder engine, increasing to 600 hp in the following year, thanks to an increase in capacity. The 917 race cars sponsored by Martini and Porsche Salzburg won the manufacturer's world championship in 1970 with overall victories at Daytona, Brands Hatch, Monza, Spa Francorchamps, and Le Mans.

One of the most famous 917 color combinations is red and white. With the optional Salzburg Racing Design, your 918 Spyder with Weissach Package wears its colors with pride.





Treat the road to something really different for a change.

The exterior colors of the 918 Spyder.

There will only be 918 of them. That alone makes the 918 Spyder a unique sports car. But the huge range of customization options means that your own 918 Spyder will almost certainly be one of a kind.

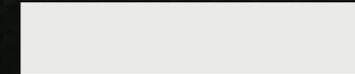
For the exterior, there is a choice of four solid colors and six metallic colors.

As an option you can give your 918 Spyder an even more spectacular finish: with Liquid Metal Silver and Liquid Metal Chrome Blue. This innovative, premium quality paint will be applied directly to the

carbon-fiber reinforced plastic (CFRP) on the 918 Spyder for the first time.

Nine coats of the Liquid Metal paint applied with high precision, three manual processing stages, and three final clear coats guarantee impressive light reflection and extraordinary depth. Every reflection helps to emphasize the contours of the 918 Spyder with even more clarity. The paint is highly vibrant and gives the surface the appearance of liquid metal. We'd even go so far as to claim that rarely has a concept been realized so tangibly.

Solid exterior colors.



White



Black



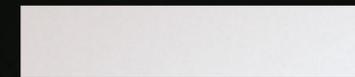
Racing Yellow



Guards Red



Special exterior colors.



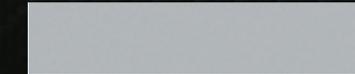
Liquid Metal Silver



Liquid Metal Chrome Blue



Metallic exterior colors.



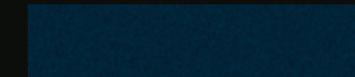
Rhodium Silver Metallic



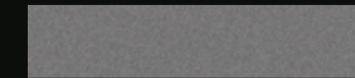
Basalt Black Metallic



Sapphire Blue Metallic



Dark Blue Metallic



Meteor Grey Metallic



GT Silver Metallic



¹⁾ Due to legal restrictions, the MARTINI RACING Design package is not available in some countries. We would also like to point out that importing and/or driving a vehicle with the MARTINI RACING Design on public roads could have legal consequences in the respective countries. For further information, contact your authorized Porsche dealer.

The exterior colors of the 918 Spyder with Weissach Package.

The two historic motorsport designs available on request embody the spirit of over 30,000 racing victories. With the red and white Salzburg Racing Design and the MARTINI RACING Design of the 917, the sensations of motorsport are included standard.

In addition to the two historical designs, the film package full matte black with contrast elements in visible carbon fiber is also available.

Exterior films.



MARTINI RACING Design decor film¹⁾



Salzburg Racing Design decor film



Full matte black film

The interior.

Leather interior.

Leather is standard for the interior of the 918 Spyder. There is a choice between three designs: Onyx Black with piping in Acid Green, Onyx Black with piping in Silver, or Garnet Red with piping in Silver.

The authentic leather package.

You can also give your 918 Spyder a completely individual touch with the optional authentic leather interior in four colors where the leather elements are not glossy, but rather preserve the leather's natural structure, grain, and irregularities.

This leather is made in Germany to extremely high, environment friendly quality specifications using sustainable tanning agents and organic pigments. The material is

also extremely thick to enhance seat comfort. The authentic leather interior creates a striking contrast with the innovative materials and futuristic control concept inside the vehicle, giving it a truly distinctive look and feel. Over time, it will develop a patina, which will make every 918 Spyder unique. Like we said: authentic and true to the spirit of motorsport.

The carbon interior package.

There is also a carbon interior package available, with interior trim finished in carbon fiber instead of brushed aluminum, creating an even sportier look. (Standard for 918 Spyder with Weissach Package.)

One thing is clear: Those who see the 918 Spyder will never forget it. This is an extraordinary sports car that is as individual as its future drivers.

Glare-reducing interior package.

In order to reduce reflections on the windshield, the piping on the instrument panel is black instead of having contrasting color. In addition, the defroster covers and the top of the door panel are carbon matte. The smoke chrome frames on the instrument cluster are painted in black matte.

Interior leather package color combinations.



Onyx Black – Acid Green



Onyx Black – Silver



Garnet Red – Silver

Authentic leather interior color combinations.



Onyx Black – Acid Green



Onyx Black – Silver



Mocha Brown – Orange



Mocha Brown – Silver

Interior finishes for the 918 Spyder with Weissach Package.

The interior of the 918 Spyder with Weissach Package. It's just as spectacular as the exterior. Featuring a great deal of surfaces in visual carbon fiber. With Alcantara® on the steering wheel column as well as optionally on the seat center cover. Add to this the puristic door panel with door loop, yet without armrest and stowage compartment. Looks like motorsport (see page 61). Feels like motorsport. It is motorsport.

Options.

Exterior.	918 Spyder	918 Spyder with Weissach Package	I no.
Exterior paintwork solid/metallic	●	○ ¹⁾	Code
Special color liquid metal finish	○	○	Code
Color to sample	○		Code
918 Spyder wheel (20"/21")	●		
918 Spyder magnesium wheel (20"/21")	○	●	443
918 Spyder wheel coated in platinum (semi-gloss)	○		XRF
Lift system front axle	○	○	474
Stone guard film	□	□	527
Porsche Universal Charger (AC)	●	●	See note
Porsche Speed Charging Station (DC)	○	○	See note

¹⁾ Optionally available at no extra cost if no film package is selected.

Note: For detailed information on the ordering process, please contact your authorized Porsche dealer.

Interior.	918 Spyder	918 Spyder with Weissach Package	I no.
918 Spyder leather interior package		□	Code
Leather interior package in standard color	●	□	Code
Authentic leather interior package	○	○	
Leather interior package color to sample	○	○	
Lightweight bucket seat with firmer padding on driver side	□	□	P10
Lightweight bucket seats with seat padding	□	□	871
Power seat height adjustment on passenger side	□	□	543
6-point seat belt	○	●	P14
Safety belt with accent stripes			
In Acid Green	○	○	XGX
In Orange	○	○	XGY
In Silver	○	○	XGZ
Electric comfort heating	○	○	649
HomeLink® (garage door opener)	●	●	608
Porsche Car Connect, including Porsche Vehicle Tracking System Plus (PVTs+)	□	□	712
Cup holder	□	□	585
Fire extinguisher	□	□	509
Painted car key with leather key case	○	○	CGS

Interior.	918 Spyder	918 Spyder with Weissach Package	I no.
Carbon floor mat with lining			
In Acid Green	○		CHX
In Orange	○		CHY
In Silver	○		CHZ
Interior carbon package	○	●	508
Interior package with reflection reduction	□	□	506
918 Spyder luggage set	○	○	See note
918 Spyder travel set	○	○	See note
918 Spyder storage set	○	○	See note

¹⁾ Compared to paint, foil may reveal the details in the surface, such as edges from cutting and folds – additionally, it provides less resistance to environmental influences.

● Standard ○ I number/extra cost option □ Available at no extra cost

918 Spyder with Weissach Package.	918 Spyder	918 Spyder with Weissach Package	I no.	
Foil wrap ¹⁾		●	892	
Decorative foil wrap ¹⁾		□	901/902	
No foil		□	889	
Leather interior with 'Weissach Package' and lightweight bucket seats with leather seat cover with seat center in Alcantara®		□	73/74	
Sport steering wheel with leather steering column		●	□	846
Speed charging preparation		●	□	661
Burmester® High-End Surround Sound-System and storage compartments		●	□	P16
Automated climate control		●	□	573

**Although it is a limited edition,
what makes your 918 Spyder unique is you.**

The 918 Spyder factory.

The 918 Spyder factory in Zuffenhausen unites the best of two worlds: the love of hand craftsmanship with a focus on the most minute of details, and the expertise from high end quality assurance in series production. That is why there is only one man who will work on the very same motor. From start to finish. There is no conveyor

belt here, and robots are only used where they are indispensable. Such as when painting, for example. Uncompromising processing quality for a true high performance sports car is our mantra. The fact that we in Zuffenhausen have created a production line that is sustainable in addition to being functional makes us all the happier.

The 918 Spyder Concierge.

918 units worldwide – while the limited edition is one of the things that makes the 918 Spyder something very special, you are what will make it one of a kind. Our 918 Spyder Concierge will be happy to be of assistance to that end. We'll provide you with personalized consulting during a personal meeting in a relaxed atmosphere

at our exclusive 918 Spyder Lounge. The 918 Spyder Concierge uses a virtual vehicle to illustrate the various design possibilities and optional equipment.

We use numerous color and material samples and a 1:1 model to show you how personal wishes can be turned into reality. If needed, your authorized Porsche dealer will be happy to arrange a personal

consultation meeting with the 918 Spyder Concierge at the Porsche AG Customer Center in Stuttgart-Zuffenhausen.



Picking up your 918 Spyder at the plant in Zuffenhausen.

Pick up your 918 Spyder at its birthplace in Stuttgart-Zuffenhausen. Be there from the start when your dream car is brought to life. Get to know your new car thoroughly at the production facility, and take a look behind the scenes.

Your personal customer service representative will work with you on structuring the program for the day you pick up your car in Stuttgart-Zuffenhausen. Select from among a comprehensive range of services, covering everything from a tour through the museum to an exclusive visit to the 918 Spyder factory, as well as further attractive options.

For a culinary highlight, enjoy a special meal at our very own Restaurant Christophorus. We will, of course, provide you with support in arranging your arrival and accommodation. The crowning conclusion to your eventful day: the handover of your new 918 Spyder. We explain your new vehicle to you in accordance with your wishes – right down to the smallest detail.

918 Spyder factory pick-up with exclusive track time in Leipzig.

You and your 918 Spyder. When picking your vehicle up from the factory in Leipzig, you take the wheel into your own hands at our FIA-certified track. With your own personal instructor experienced in motorsport at your side. Your instructor will meet you at our exclusive 918 Spyder Lounge and explain the technical details of your vehicle.

After covering theory, it's on to practice: Our track will be at your exclusive disposal for three hours. During the dynamic vehicle introduction, you'll gather experience at the wheel of a 918 Spyder, which we'll provide, under professional

guidance. Step-by-step, we'll approach professional vehicle control in specific sections. Finally, your instructor will show you how to maneuver your high performance hybrid at the thresholds of performance safely during several hot laps.

From the seat of a 918 Spyder to the wheel of your own 918 Spyder: For completing your track time, you can drive your own high performance car onto our track – also accompanied by an instructor upon request.

Decide for yourself how your visit will continue: Enjoy a first class meal at our restaurant with a view of the track; take a look behind the scenes at the production line for the Cayenne, Panamera, and Macan; visit our vehicle exhibition; or head out onto our off-road track in a Cayenne. And so that you can relax right from the start during your factory pick-up, we'll arrange all of the transfers from the airport in Leipzig to the hotel and to Porsche Leipzig.





**Some stories are told in minutes.
This story is only just beginning.**

Conclusion.

Our challenge is to move forward with confidence, blazing new paths. We may not yet know where this will take us. But we do know that it's the only way to create something new.

Like this path here: It began with a hybrid – but had to be distinctively Porsche. It began with intelligent technology, was combined with the experience of over 30,000 racing victories, and has been completed by the passion of our engineers who see it as a duty and a challenge to uphold the company's engineering heritage.

This has produced a high performance sports car that contradicts the juxtaposition of economy and extreme performance, puzzling those who think only in black and white. Above all, the 918 Spyder will revive the fascination with sports cars, be it on the Nürburgring or on the way to work.

How do we achieve this? With 918 drivers. 918 pioneers. To provide the spark that reignites the old sports car dream. To begin a new era, and you can be there at the start.

The 918 Spyder.

Technical data.

Drive

Complete system	Maximum system power 887 hp at 8,500 rpm Maximum system torque 944 lb.-ft. (7 th gear) Maximum system torque more than 590 lb.-ft. at 800 rpm to 5,000 rpm
Combustion motor	High-revving V8 engine with a displacement of 4.6 liters Maximum power 608 hp at 8,700 rpm Maximum torque 398 lb.-ft. at 6,700 rpm Maximum engine speed at 9,150 rpm Exhaust system with top pipes
Electric drive	Two permanent magnet AC synchronous motors Maximum (mechanical) overall power around 286 hp
Front	Maximum power 129 hp Maximum torque 155 lb.-ft.
Rear	Maximum power 156 hp Maximum torque 277 lb.-ft.
Battery	Liquid-cooled high performance lithium-ion hybrid battery Energy content 6.8 kWh at a maximum power output of 230 kW Onboard charging device (3.6 kW) in the vehicle Porsche Universal Charger (AC)

Power transmission

Gearbox	7-speed Porsche Doppelkupplung gearbox (PDK) electric Porsche Traction Management (ePTM)
Drive, rear axle	Combustion engine and electric motor Porsche Torque Vectoring Plus (PTV Plus) including Electrically-controlled rear-axle differential lock
Drive, front axle	Electric motor for electric all-wheel drive function

Chassis

Front axle	Double-wishbone front axle
Rear axle	Multi-link rear axle with electric rear axle steering
Steering	Electro-mechanical power steering with variable steering ratio
Turning radius	41.7 ft.
Brake system	High performance hybrid brake system with integrated recuperation. Regulates the interplay between the electric brakes with the electric motors (recuperation) and the hydraulic brakes with the Porsche Ceramic Composite Brake (PCCB) and provides the braking effect typical for a Porsche
Hydraulic brake system	Porsche Ceramic Composite Brake (PCCB) with six-piston aluminum monobloc fixed calipers at front, and four-piston aluminum monobloc fixed calipers at rear, discs internally vented and cross-drilled
Vehicle stability system	Porsche Stability Management (PSM), including ABS with additional braking functions
Wheels	Front: 9.5 x 20, Rear: 12.5 x 21
Tires	Front: 265/35 ZR 20, Rear: 325/30 ZR 21

Tire label

Tire type	Size	Fuel efficiency class/roll resistance	Wet grip class	External rolling noise* (Class)	External rolling noise (dB)
Summer tires	265/35 ZR 20	E	C		71
Summer tires	325/30 ZR 21	C	C		73

It is not possible to place an order for a specific tire brand for logistic and technical production reasons.

* Low level rolling noise, Medium level rolling noise, High level rolling noise.

Driving performance

	918 Spyder	918 Spyder with Weissach Package
Top track speed	214 mph	214 mph
Electric	93 mph	93 mph
Acceleration		
0–60 mph	2.5 s	2.5 s
0–124 mph	7.3 s	7.2 s
0–186 mph	20.9 s	19.9 s
Overtaking acceleration		
50–74 mph	1.2 s	1.2 s
62–124 mph	4.7 s	4.6 s
Acceleration, electric		
0–37 mph	3.0 s	3.0 s
0–62 mph	6.2 s	6.1 s

Fuel consumption¹⁾/range/efficiency class

Fuel consumption (combined) per 100 km	3.1	3.0
CO ₂ emissions in g/km	72	70
Electricity consumption in kWh/100 km	12.7	12.7
All-electric range in miles	19	19
Efficiency class (Germany/Switzerland)	A+/A+	A+/A+

Weight

DIN	3,692 lbs	3,602 lbs
Gross vehicle weight rating	4,189 lbs	4,189 lbs
Weight load capacity	497 lbs	587 lbs

Dimensions

Length	182.9 inches
Width (with exterior mirrors)	76.4 inches (80.8)
Height	45.95 inches
Wheelbase	107.5 inches
Ground clearance	3.6 inches
Track width, front	65.5 inches
Track width, rear	63.5 inches
Trunk capacity	3.7 cubic feet
Fuel tank capacity	18.5 gallons

¹⁾ On New Europe Driving Cycle (NEDC).



The vehicle models presented show the equipment for the Federal Republic of Germany. They also include individual equipment that is not in the standard scope of delivery and is only available at extra cost. Not all models and equipment are available in all countries due to country-specific regulations and requirements. For information regarding exact equipment and availability, please contact your authorized Porsche dealer. The specifications regarding design, scope of delivery, appearance, performance, dimensions, weight, fuel consumption, and operating costs are made according to current knowledge at the time of printing (11/2013). The right is reserved to make changes in design, equipment, and scope of delivery, as well as to deviations in color and possible errors. Porsche recommends seat belt usage and observance of traffic laws at all times.

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