News Release

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Development of the Porsche super sports car enters next phase

918 Spyder prototypes begin testing

Atlanta. The Porsche 918 Spyder is on the road: Dr. Ing. h.c. F. Porsche AG, Stuttgart, has taken the driving trials of the super sports car of the future a step further with completion of the initial prototypes. The 918 Spyder is planned for production at the end of September 2013, with the first customer deliveries currently scheduled for the United States late in 2013. “What we are doing with the 918 Spyder is redefining driving fun, efficiency and performance,” said Wolfgang Hatz, Member of the Executive Board Research and Development of Porsche AG.

The prototypes, their camouflage harking back to historical Porsche 917 racing cars, signal the final touches to the 918 Spyder. The focus is on the interplay between the highly sophisticated individual drive components. The combination of combustion engine and two independent electric motors – one on the front axle and one in the drive line, acting on the rear wheels – poses completely new demands on the development of the operating strategies. “They are therefore a critical component in this vehicle into which we have put all of our expertise and capacity for innovation,” said Wolfgang Hatz. These operating strategies and the development of the software to go with them are one of Porsche’s core competences. Both of them have a major influence on the extreme driving fun to be had with the 918 Spyder and they make possible a unique combination of minimal fuel consumption and maximum performance. The initial results of the driving trials are in line with the high expectations placed on the 918 Spyder.

The super sports car is designed as a plug-in hybrid vehicle combining a high-performance combustion engine with cutting-edge electric motors for extraordinary

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performance: on the one hand, the dynamics of a racing machine boasting more than 770 hp, on the other hand, fuel consumption in the region of three litres per 100 kilometres. Moreover, Porsche is breaking yet more new ground with the technology demonstrator with spectacular solutions such as the full carbon fibre reinforced plastic (CFRP) monocoque with unit carrier, fully adaptive aerodynamics, adaptive rear-axle steering and the upward-venting “top pipes” exhaust system. In the process, the 918 Spyder is offering a glimpse of what Porsche Intelligent Performance may be capable of in future.

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About Porsche Cars North America
Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga. is the exclusive U.S. importer of Porsche sports cars, the Cayenne SUV and Panamera sports sedan. Established in 1984, it is a wholly-owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany, and employs approximately 220 people who provide parts, service, marketing and training for 194 dealers. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the brand’s 63-year history and leadership in the advancement of vehicle performance, safety and efficiency.

At the core of this success is Porsche’s proud racing heritage that boasts some 30,000 motorsport wins to date.

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Preliminary Specifications
Porsche 918 Spyder*

Body:	Two-seater Spyder; carbon fibre reinforced plastics (CFRP) monocoque interlocked with CFRP unit carrier; two-piece Targa roof; fixed roll-over protection system.	
Drivetrain:	Parallel full hybrid; 4.6-litre V8 mid-engine with dry-sump lubrication; hybrid module with electric motor and decoupler; electric motor with decoupler and gear unit on front axle; electrical system recuperation; four cooling circuits for motors, transmission and battery; thermal management.	
Engine Power:	> 570 hp (V8 engine) ~ 90 kW (hybrid module on rear axle) ~ 80 kW (electric motor on front axle) > 770 hp (combined)	
Suspension:	Double-wishbone front axle; optional electro-pneumatic lift system on front axle; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering	
Brake system:	High-performance hybrid brake system with adaptive recuperation; ceramic brake discs (PCCB).	
Energy supply:	Lithium-ion battery with 6.8 kWh capacity (BOL nominal), 202 kW maximum power and mains-compatible plug-in charger.	
Performance:	Top speed	> 200 mph
	purely electric	> 90 mph
	Acceleration: 0 – 60 mph	< 3.0 s
Consumption (NEDC):	Total	~ 3.0 l/100 km
CO_2 emissions:	Total	~ 70 g/km
Range:	Purely electric	> 15 miles

*Specifications, performance standards, fuel economy, standard equipment, options, and other elements shown are subject to change without notice.

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