Specifications of the Porsche 918 Spyder*

**Body:**
Two-seat Spyder; carbon-fibre-reinforced plastic (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 transmission on front axle; auto Start Stop function; electrical system recuperation; four cooling circuits for motors, transmission and battery; thermal management.

**Displacement:**
4593 cm³ (V8 engine)

**Engine power:**
- 608 hp (447 kW) at 8700/min (V8 engine)
- 286 hp (210 kW) at 6500/min (electric motors)
- 887 hp (652 kW) at 8500/min (combined)

**Max. torque:**
917 – 1280 Nm (overall system, depending on the gear)

**Maximum revs:**
9150 rpm

**Power output per litre:**
132 hp/l (V8 engine)

*Specifications may vary according to markets
**Power transmission:** Combustion engine with hybrid module and transmission bolted together to form a single drive unit; seven-speed Porsche Doppelkupplung (PDK); rear-wheel drive; front electric motor with transmission for driving the front wheels (decoupled from 265 km/h); five pre-selectable operating modes for optimum coordination of all drive units.

<table>
<thead>
<tr>
<th>Gear ratios</th>
<th>PDK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1&lt;sup&gt;st&lt;/sup&gt; gear</td>
<td>3.91</td>
</tr>
<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt; gear</td>
<td>2.29</td>
</tr>
<tr>
<td>3&lt;sup&gt;rd&lt;/sup&gt; gear</td>
<td>1.58</td>
</tr>
<tr>
<td>4&lt;sup&gt;th&lt;/sup&gt; gear</td>
<td>1.19</td>
</tr>
<tr>
<td>5&lt;sup&gt;th&lt;/sup&gt; gear</td>
<td>0.97</td>
</tr>
<tr>
<td>6&lt;sup&gt;th&lt;/sup&gt; gear</td>
<td>0.83</td>
</tr>
<tr>
<td>7&lt;sup&gt;th&lt;/sup&gt; gear</td>
<td>0.67</td>
</tr>
<tr>
<td>R gear</td>
<td>3.55</td>
</tr>
<tr>
<td>Final drive ratio</td>
<td>3.09</td>
</tr>
<tr>
<td>Clutch diameter</td>
<td>220 mm/164 mm</td>
</tr>
</tbody>
</table>

**Chassis:** Double-wishbone front axle; optional electro-pneumatic lift system at front; electro-mechanical power steering; multi-link rear axle with adaptive electro-mechanical system for individual rear wheel steering; electronically controlled twin-tube gas-filled shock absorbers at the front and rear with Porsche Active Suspension Management (PASM) system.

**Brake system:** High-performance hybrid brake system with adaptive recuperation; internally ventilated and perforated front ceramic brake discs (PCCB) with a diameter of 410 mm and thickness of 36 mm; rear discs with a diameter of 390 mm and thickness of 32 mm.

**Wheels and tyres:** 918 Spyder wheels
(Weissach package: 918 Spyder forged magnesium wheels)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>with</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>9.5 J x 20</td>
<td>265/35 ZR 20</td>
</tr>
<tr>
<td>Rear</td>
<td>12.5 J x 21</td>
<td>325/30 ZR 21</td>
</tr>
</tbody>
</table>
### Specifications • Porsche 918 Spyder

| Weight: | DIN weight empty: 1674 kg  
(Weissach package: 1634 kg) |
|---|---|
| Dimensions: | Length: 4643 mm  
Width: 1940 mm  
Height: 1167 mm  
Wheelbase: 2730 mm |
| Track widths: | Front: 1664 mm  
Rear: 1612 mm |
| Luggage compartment volume, VDA: ~110 l  
Tank capacity: 70 l |
| Energy supply: | Lithium-ion battery with 6.8 kWh capacity (BOL nominal), 230 kW maximum power and mains-compatible plug-in charging system. |
| Performance: | Top speed: 345 km/h  
Purely electric: 150 km/h  
Acceleration:  
0 – 100 km/h: 2.6 s  
0 – 200 km/h: 7.3 s  
(Weissach package: 7.2 s)  
0 – 300 km/h: 20.9 s  
(Weissach package: 19.9 s)  
0 – 60 mph: 2.5 s  
1/4 mile: 10.0 s  
(Weissach package: 9.9 s) |
Specifications • Porsche 918 Spyder

Consumption (NEDC): Overall 3.1 l/100 km
(Weissach package: 3.0 l/100 km)

CO₂ emissions: Overall 72 g/km
(Weissach package: 70 g/km)

Power consumption: 12.7 kWh/100 km

Efficiency class: A+

Germany

Range purely electric: 16 – 31 km

Warranty: 4 years (7 years)