

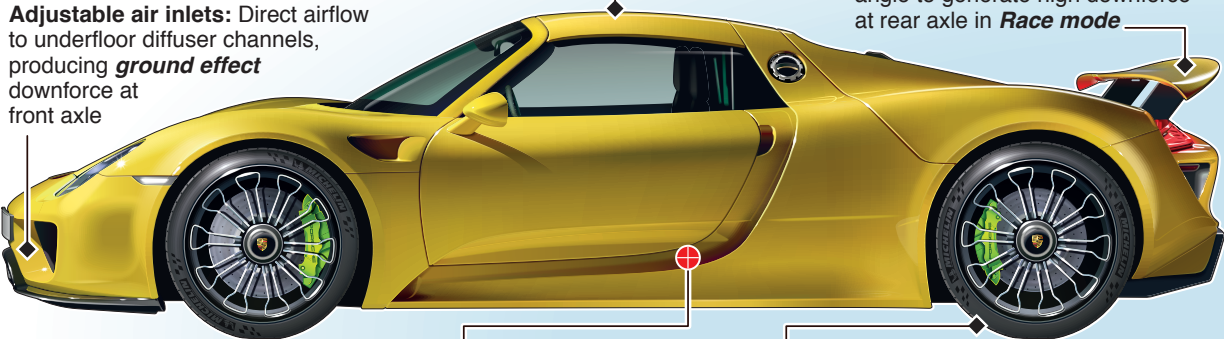
Porsche's new plug-in supercar

Porsche's 918 Spyder demonstrates the potential of a plug-in hybrid to a degree never seen before. Utilising state-of-the-art motorsport technologies, it combines the dynamic performance of a super car with low fuel consumption

Adjustable air inlets: Direct airflow to underfloor diffuser channels, producing **ground effect** downforce at front axle

Chassis: Carbon-fibre-reinforced plastic monocoque. Extensive use of magnesium and aluminium helps keep weight down to 1,640kg

Retractable rear wing: Set to steep angle to generate high downforce at rear axle in **Race mode**

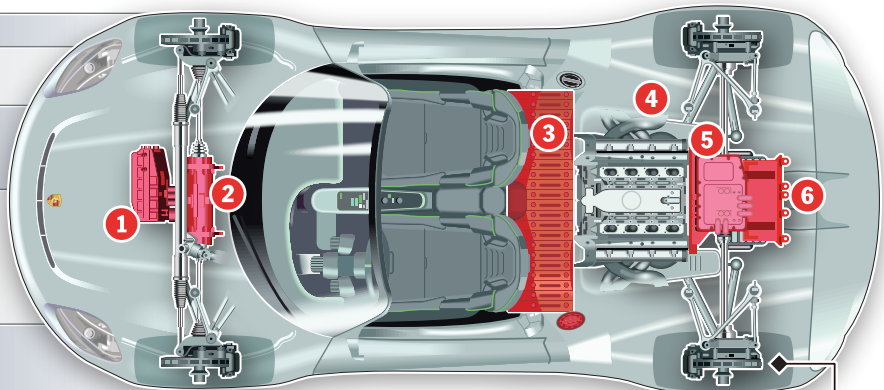


Centre of gravity: Extremely low – provides maximum traction with minimal body roll

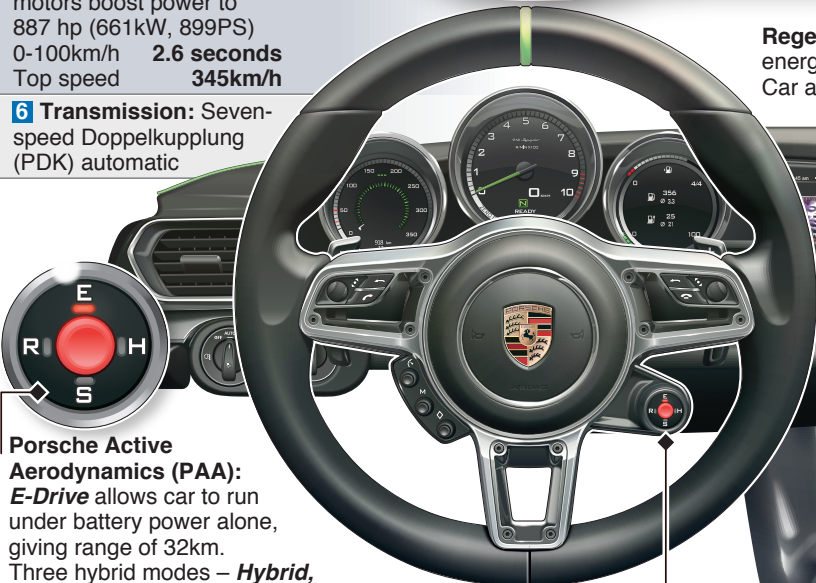
Wheelbase: 2,730mm

Four-wheel steering: Improves stability of rear end at high speed

- 1 Power electronics**
- 2 Electric motor:** 85kW unit drives front wheels
- 3 Battery:** Liquid-cooled lithium-ion with 312 cells. Capacity: 7kWh
- 4 Engine:** 4.6 litre V8, produces 608 horsepower (453kW, 616PS). Delivers engine speeds up to 9,150rpm. Fuel efficiency: 3.1 litres/100km
- 5 Electric motor:** 95kW unit drives rear axle. Two electric motors boost power to 887 hp (661kW, 899PS). 0-100km/h **2.6 seconds**. Top speed **345km/h**
- 6 Transmission:** Seven-speed Doppelkupplung (PDK) automatic



Regenerative braking: Converts kinetic energy into electricity to recharge battery. Car also fitted with carbon-ceramic discs



Porsche Active Aerodynamics (PAA):

E-Drive allows car to run under battery power alone, giving range of 32km.

Three hybrid modes – **Hybrid**, **Sport** and **Race** use both engine and electric motors. **Hot Lap setting:** Central push-to-pass button delivers additional electrical power in **Race mode**

PAA running mode selector