

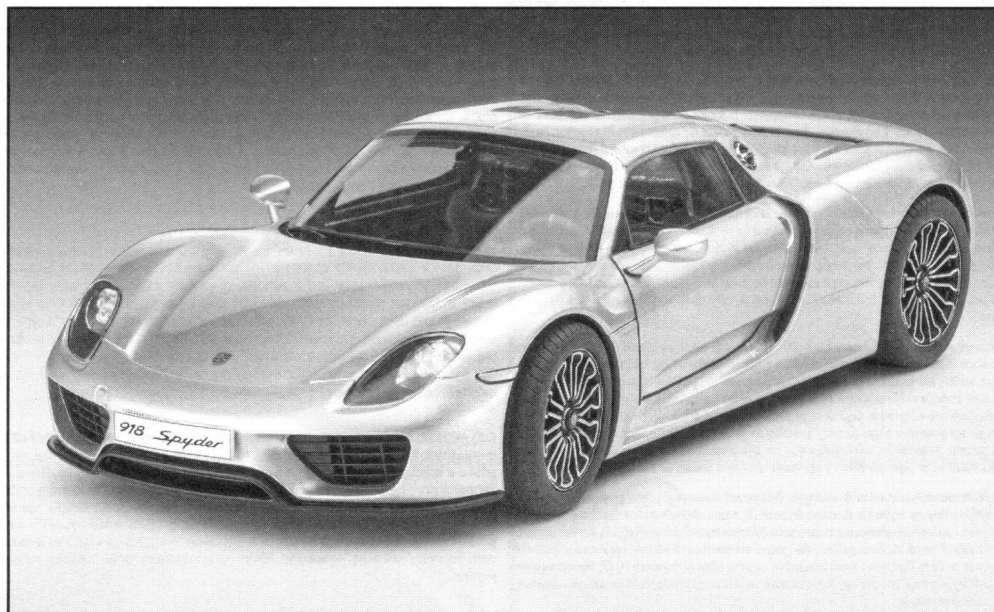


# Porsche 918 Spyder

07026-0389

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PRINTED IN GERMANY



## Porsche 918 Spyder

Am Anfang war der 918 Spyder nur als Konzeptfahrzeug und Technologieträger geplant, aber schon im Sommer 2010 wurde die Serienfertigung einer Auflage von 918 Fahrzeugen beschlossen. Der 918 Spyder ist ein Plug-in-Hybrid Fahrzeug. Seine Kraft stammt aus insgesamt drei Motoren. Im Monocoque-Chassis aus Kohlefaser ist als Kernstück ein 4,6 Liter großer V8 eingebaut, der sich vom Rennmotor des Porsche RS Spyder AMLS ableitet. Dieser V8 gehört mit 132 kg zu den leichtesten V8 Motoren der Welt. Zu den 608 PS dieses Saugmotors kommt an der Hinterachse ein 156 PS starker Elektromotor hinzu. An der Vorderachse arbeitet die dritte Kraftquelle, ein Elektromotor mit 129 PS, der aber nur bis zu einer Geschwindigkeit von 235 km/h mitläuft. Die elektrische Energie speichert ein flüssigkeitsgekühlter Akku mit einer Kapazität von 6,8 kWh, der auch von außen über eine normale Haushaltssteckdose in rund vier Stunden geladen werden kann (mit Schnellladeeinrichtung in 25 Minuten) und eine rein elektrische Reichweite von 30 km bei maximal 150 km/h liefern würde. Während der Fahrt wird der 138 kg schwere Akku über eine Bremsenergierückgewinnung geladen.

Die Kraft wird über ein 7-Gang-Doppelkupplungsgetriebe an die Achsen geleitet. Viel Wert hat Porsche auf die Gewichtsverteilung gelegt. Vorne liegen der Elektromotor, die Batterie und ein 70-Liter-Kraftstofftank. Hinten der V8, das Getriebe und der zweite Elektromotor. Das ergibt eine Achslastverteilung zwischen Vorder- und Hinterachse von 43:57 Prozent. Zum Abbremsen des 1680 kg schweren Supersportlers wurde eine Sportbremsanlage mit innenbelüfteten und gelochten Karbon-Keramik-Verbund-Bremsscheiben mit 410 mm Durchmesser vorn und 390 mm an der Hinterachse verbaut. An dem Carbon Chassis sind auch alle Anbauträger aus dem gleichen Material verschraubt. Darüber spannt sich die knappe Karosserie aus CFK, die nur an Bug und Heck etwas verstärkt wurde. Auf der Straße steht der 918 Spyder vorn auf 20 Zoll großen Alurädern mit 265/35er Bereifung, hinten sind es 21 Zöller mit 325/30er Reifen.

## Porsche 918 Spyder

The 918 Spyder was originally planned only as a concept car and technology carrier but in the summer of 2010 it was decided to begin series production with an initial run of 918 vehicles. The 918 Spyder is a plug-in hybrid vehicle. Its power comes from three engines. The monocoque chassis is made of carbon fibre which has a 4.6 litre V8 installed at its core. The engine is derived from the Porsche RS Spyder AMLS racing engine. Weighing in at just 132 kg (291 lbs) this is one of the lightest V8 engines in the world. A 156 bhp electric motor driving the rear axle adds its power to the 608 bhp from the normally aspirated V8. The third power source drives the front axle, it is an electric motor producing 129 bhp which only plays along up to a speed of 235 km/h (146 mph). Electrical energy is stored in a liquid-cooled battery with a capacity of 6.8 kWh. It can also be charged externally via a normal household outlet in about four hours (with a quick charge unit in about 25 minutes). It gives a pure electric range of 30 km (18 miles) at a maximum speed of 150 km/h (93 mph). Whilst driving the 138 kg (305 lbs) battery is charged via a brake energy recovery system.

Power is routed to the axles via a 7 speed dual-clutch gearbox. Porsche put great emphasis on weight distribution. An electric motor, the battery and a 70 litre (15.4 gal) fuel tank are at the front. At the rear is the V8, the transmission and the second electric motor. This results in a weight distribution between front and rear axles of 43 to 57 percent. In order to slow this 1680 kg (3705 lbs) heavy super sports-car down, a sports braking system with internally ventilated and perforated carbon ceramic composite disc brakes with a diameter of 410 mm at the front and 390 mm at the rear has been installed. All supporting components attached to the carbon chassis are also built from the same material. Stretched over these is the scant bodywork constructed out of CFC, only the front and rear parts are reinforced. On the road, the 918 Spyder stands on 20 inch aluminium wheels sporting 265/35 tyres at the front and 21 inch rims with 325/30 tyres at the rear.

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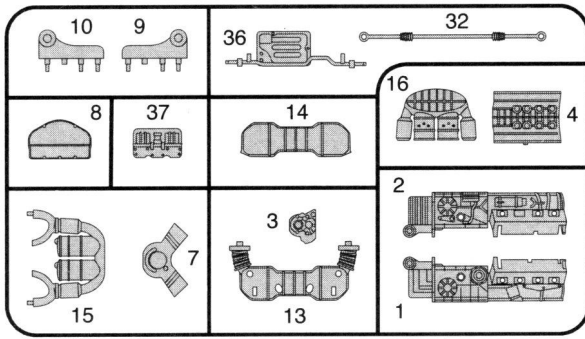
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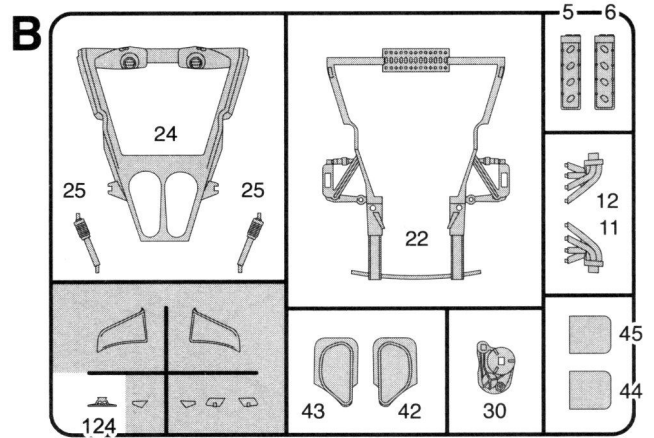




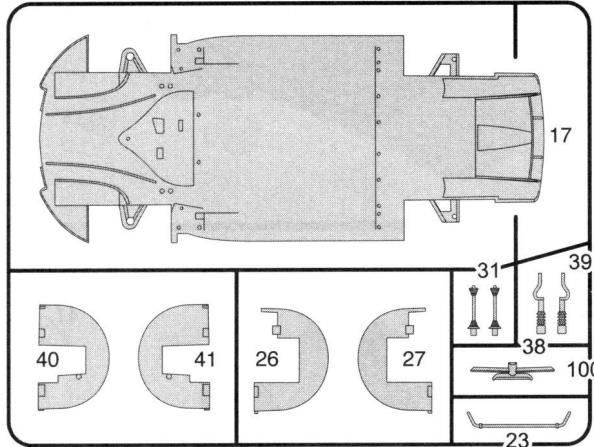




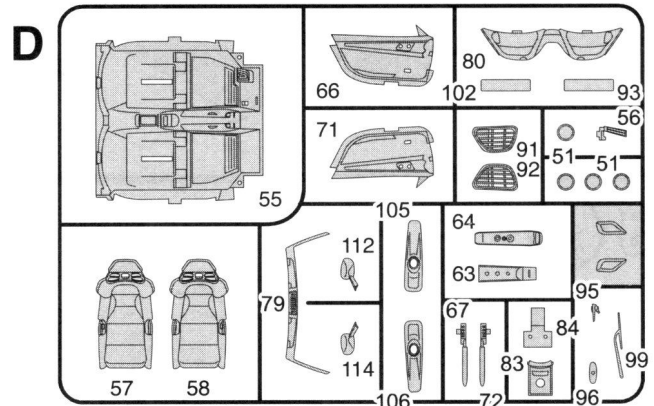
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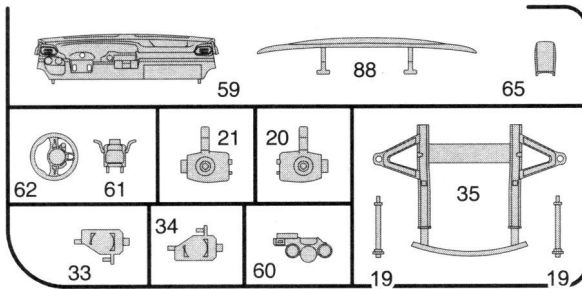
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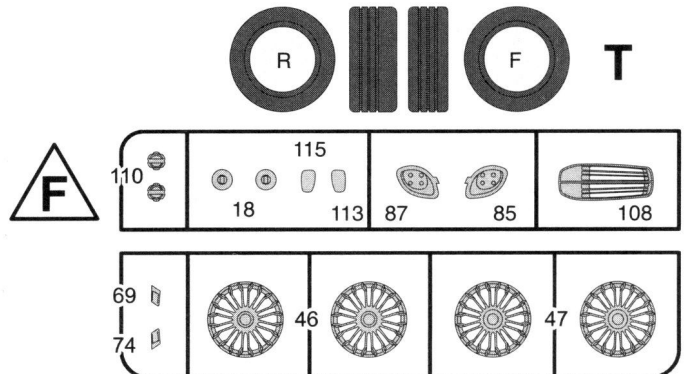
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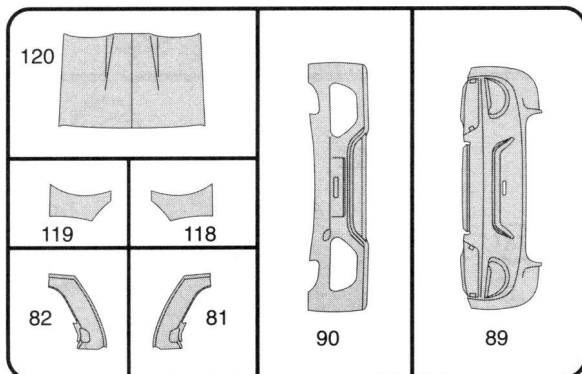
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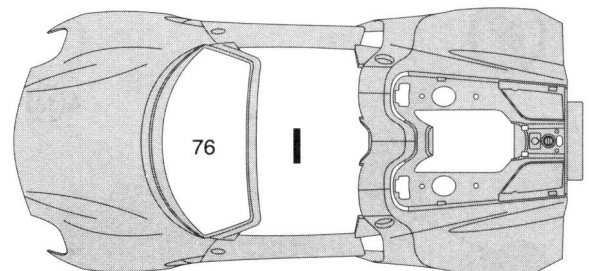
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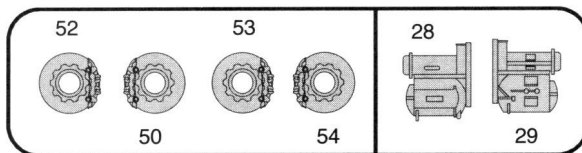
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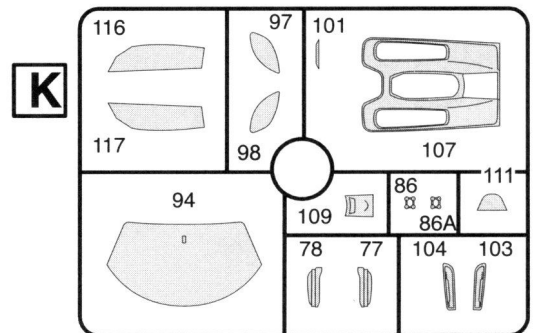
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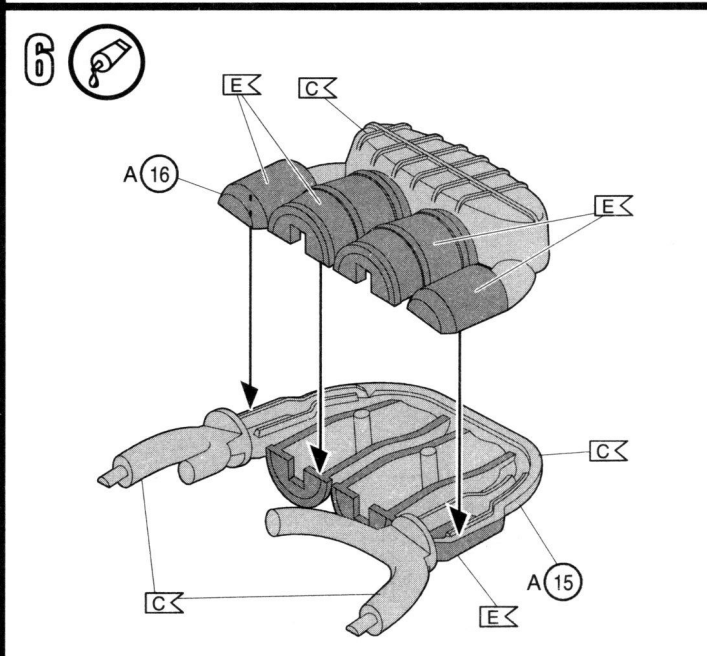
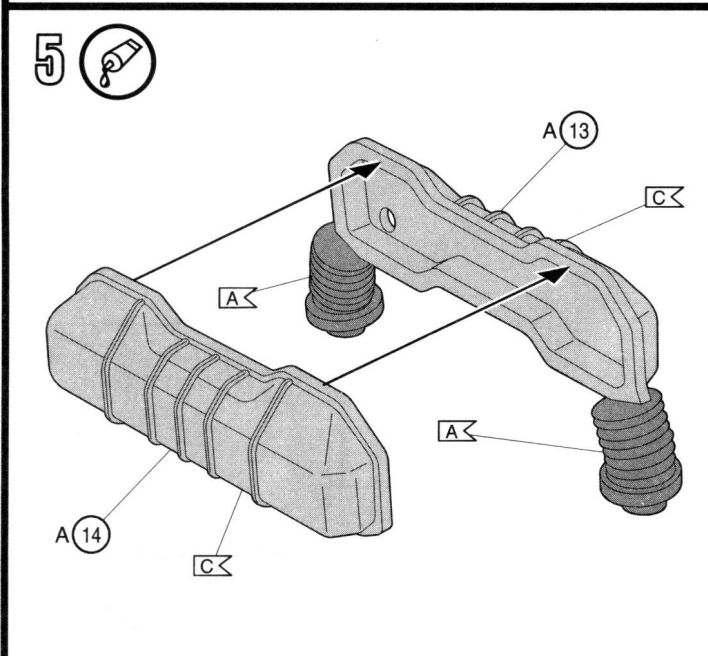
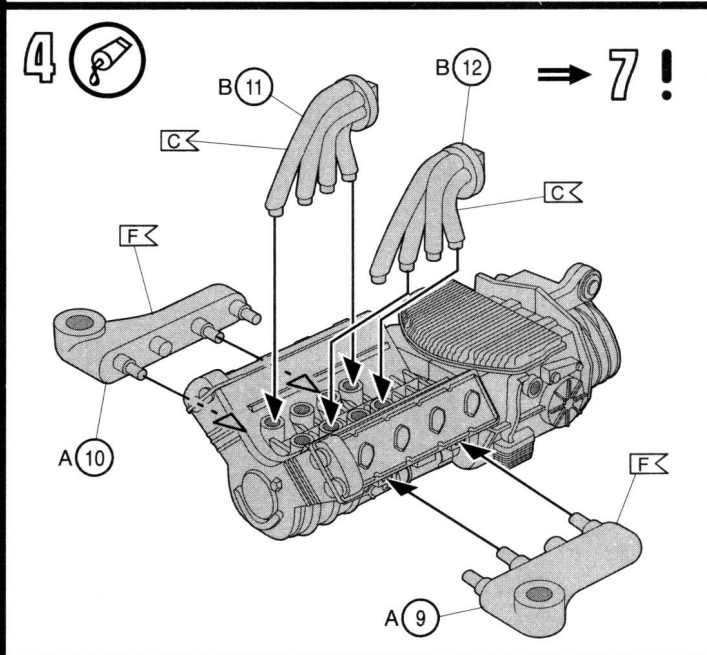
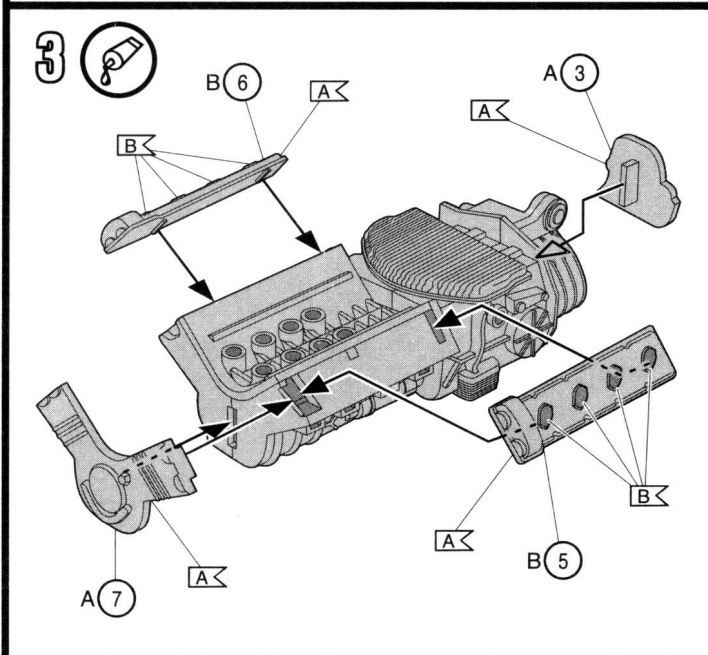
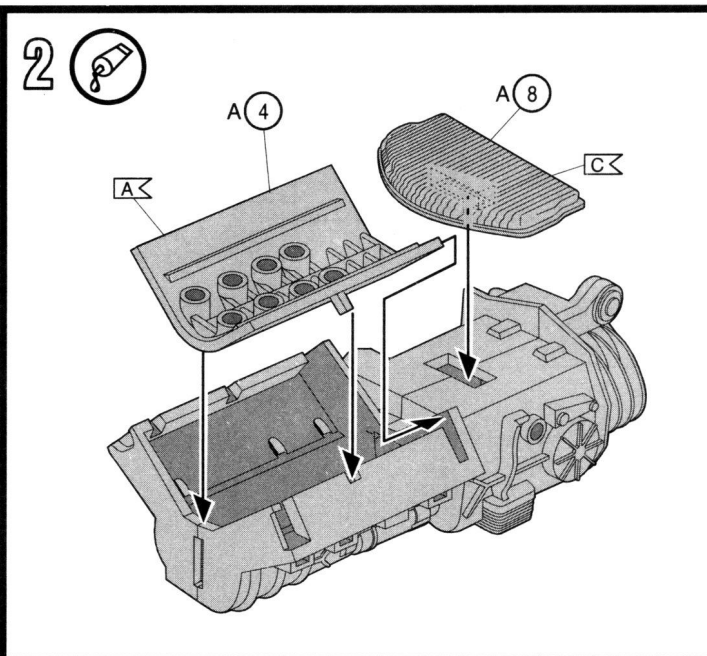
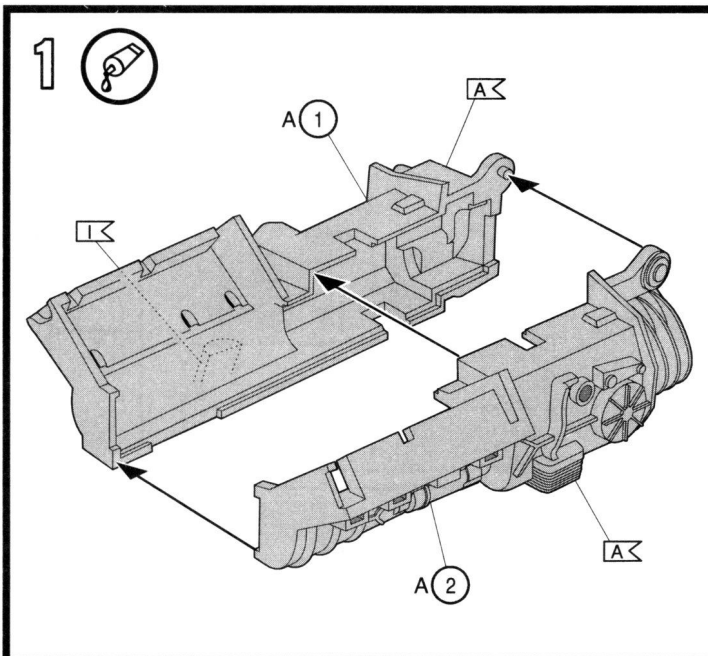
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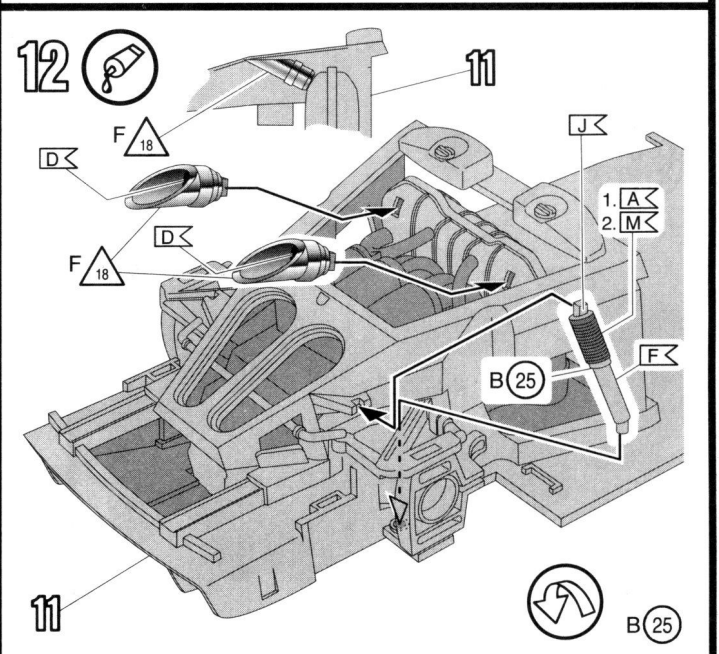
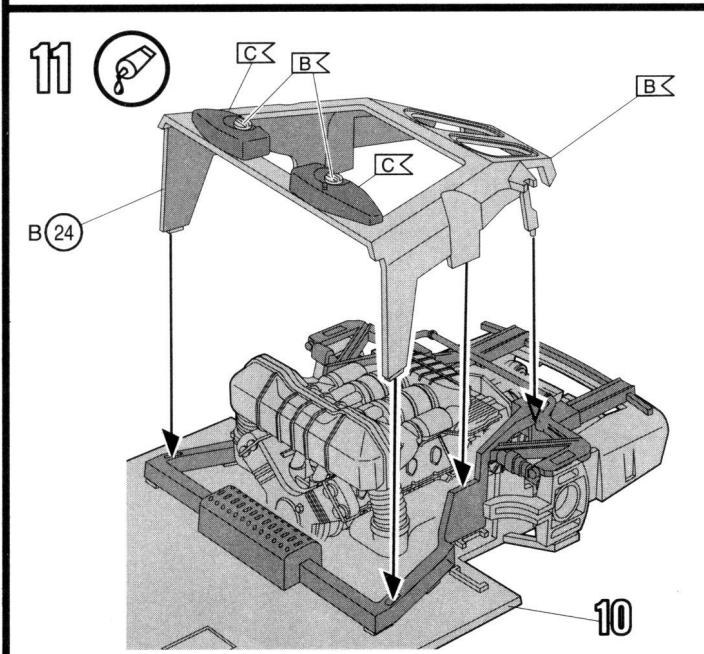
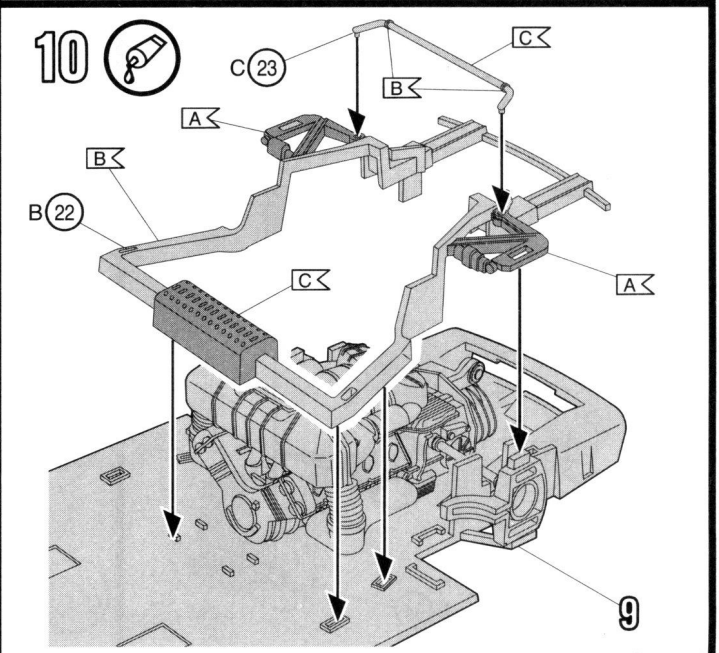
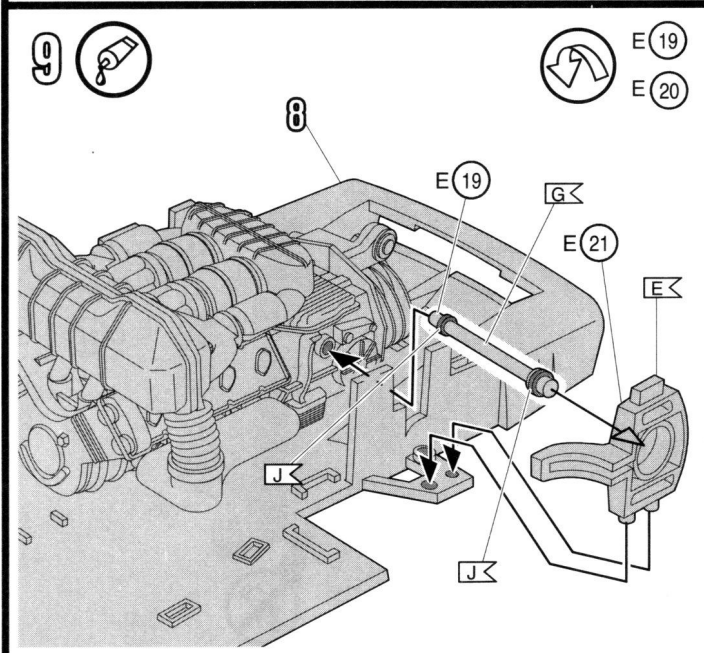
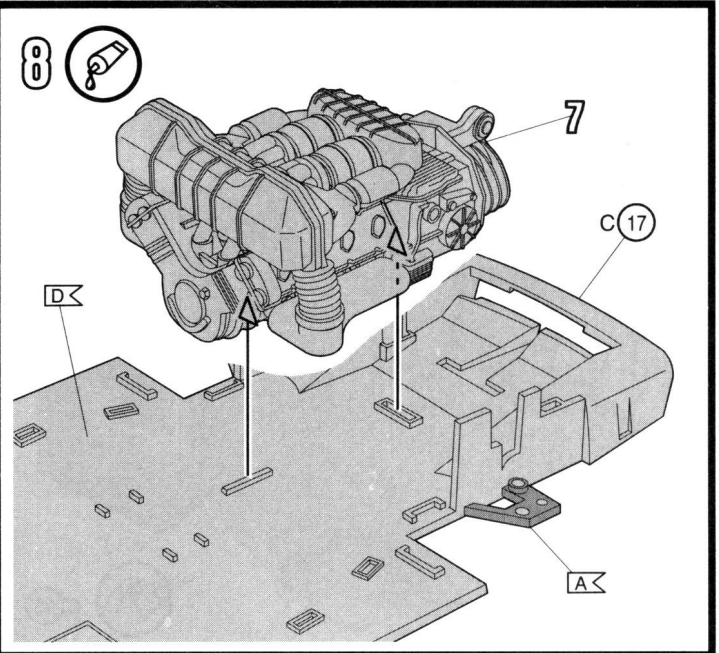
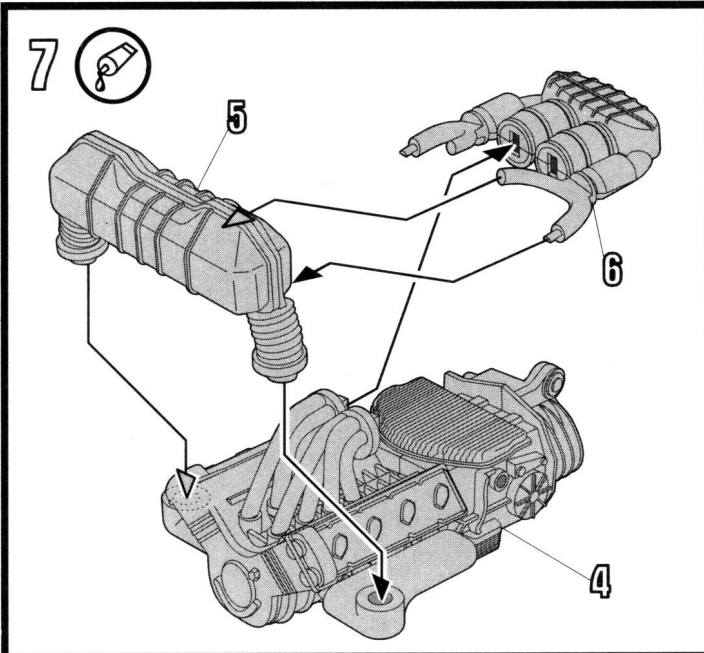


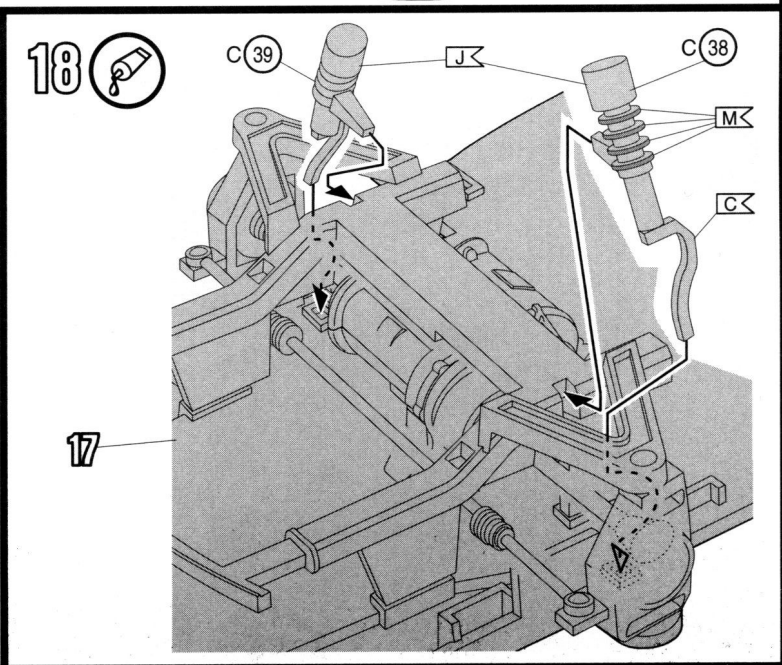
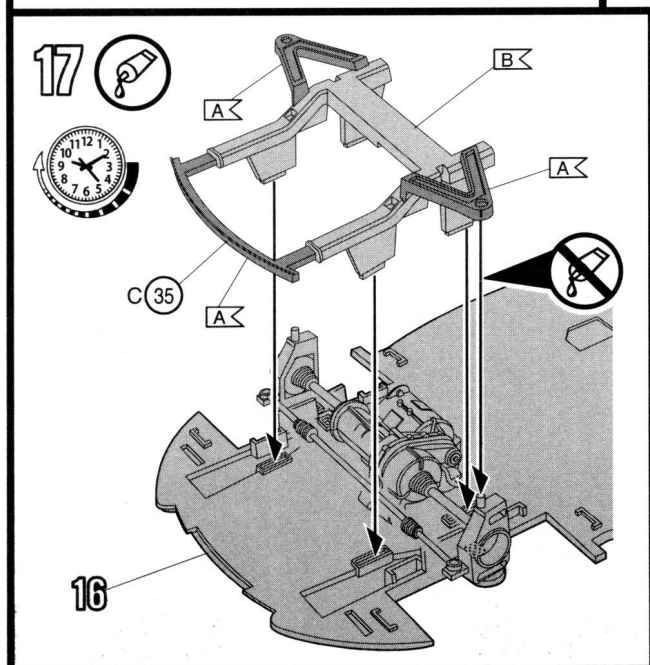
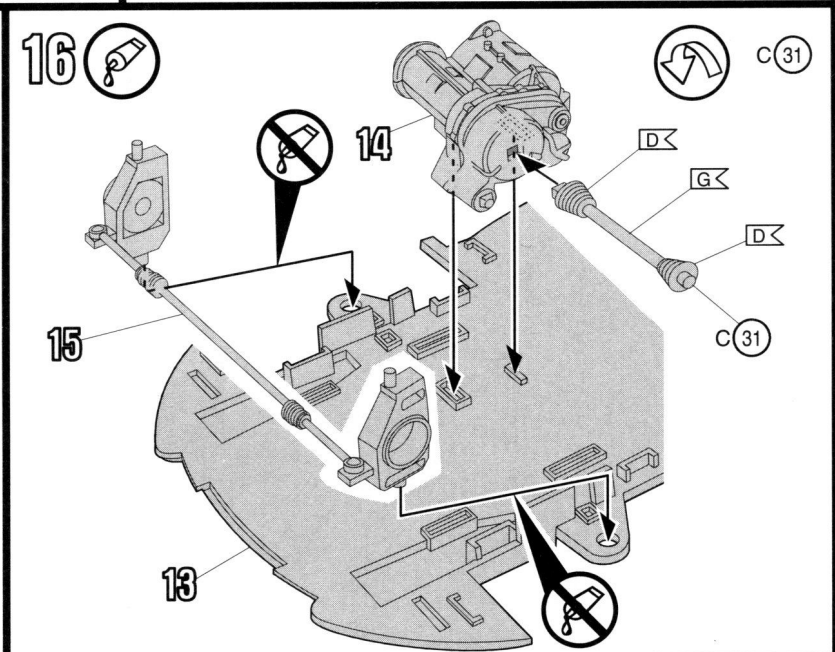
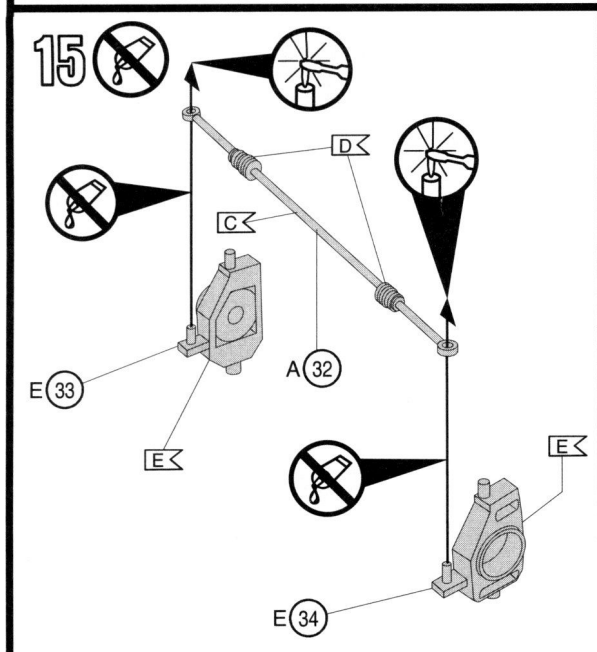
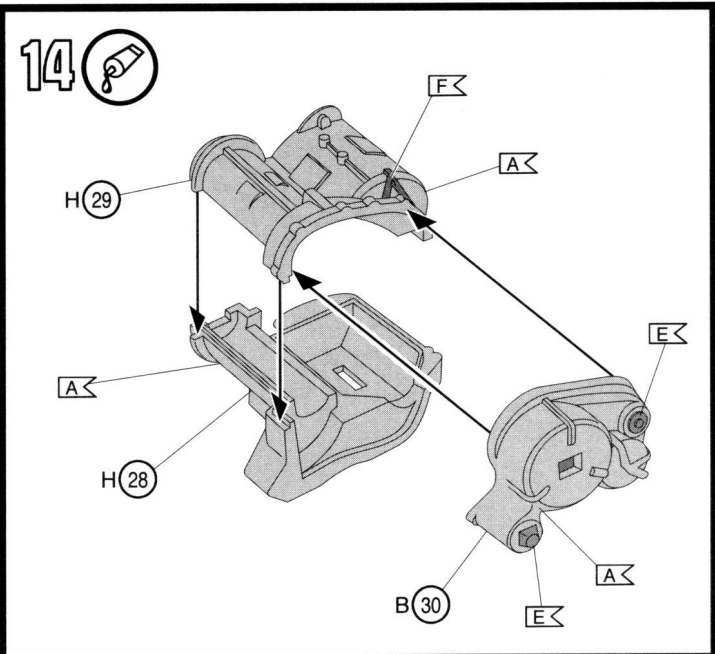
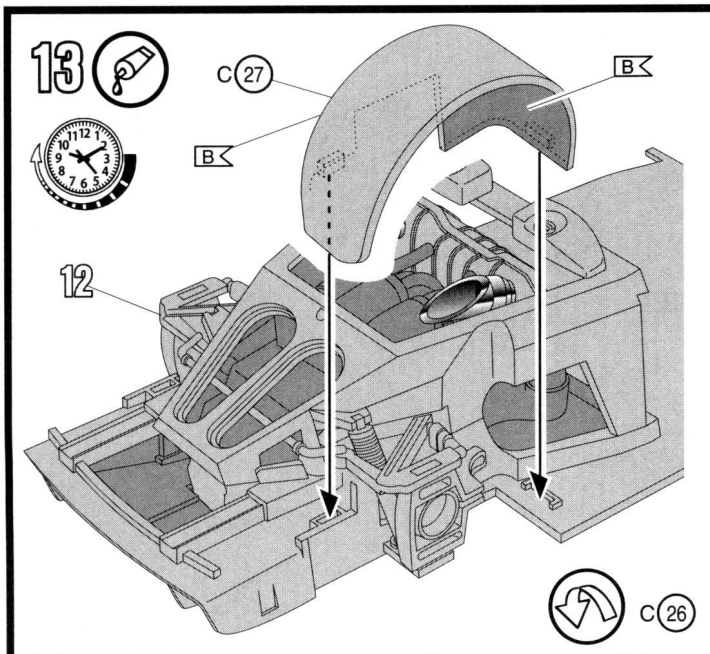
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Parti non usate  
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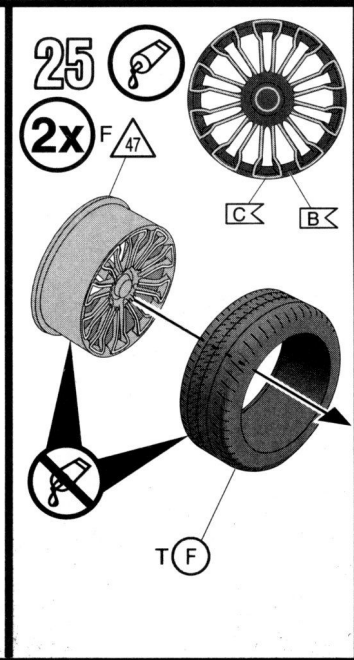
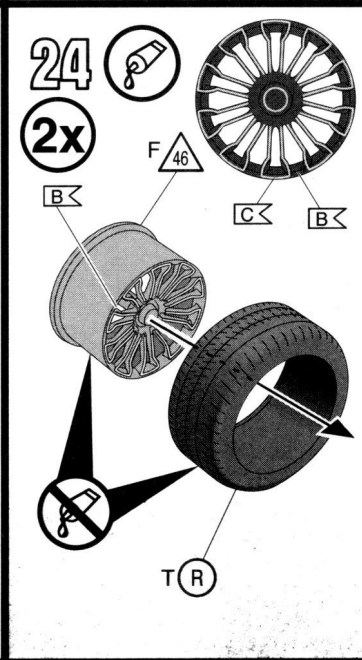
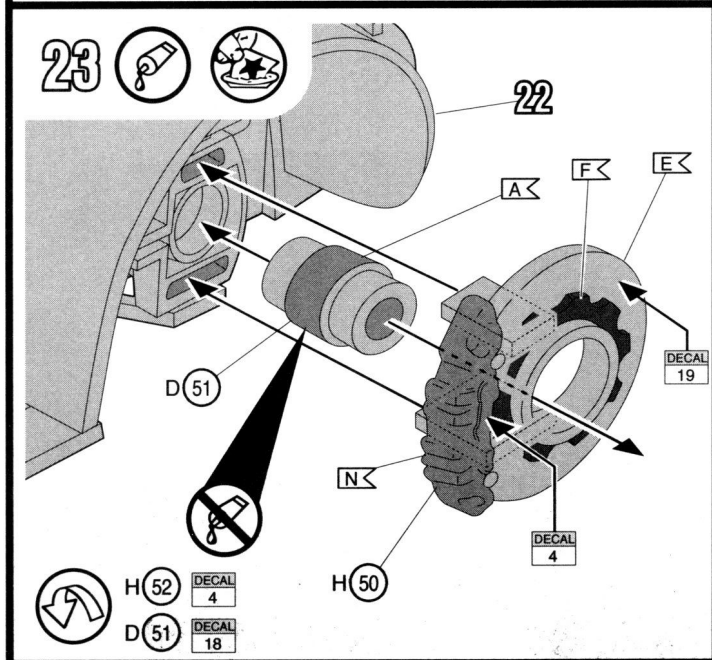
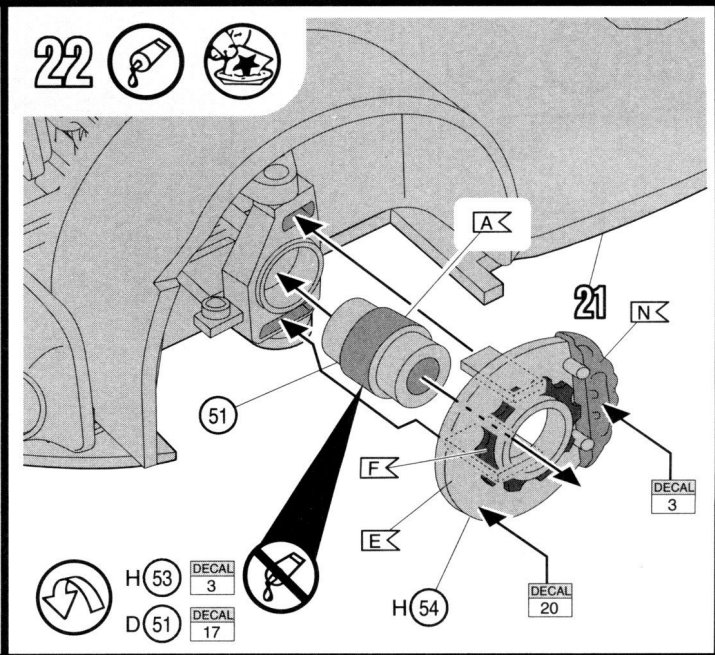
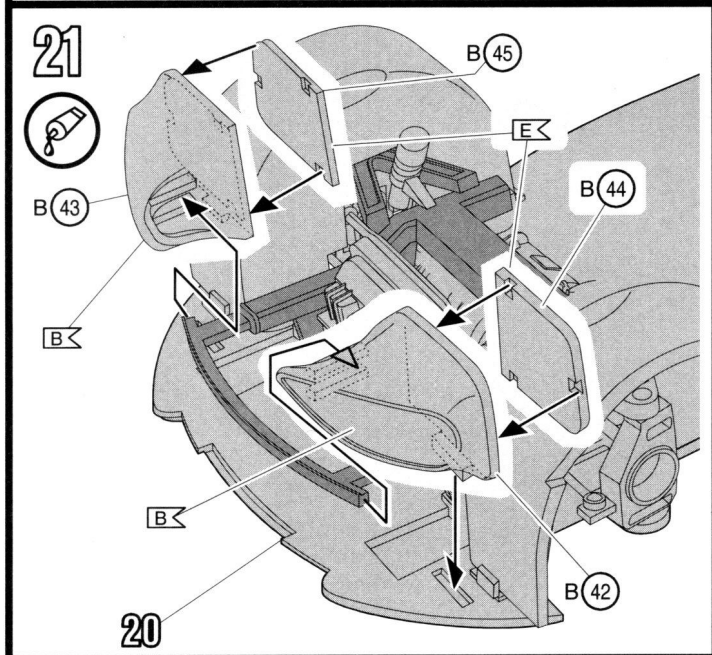
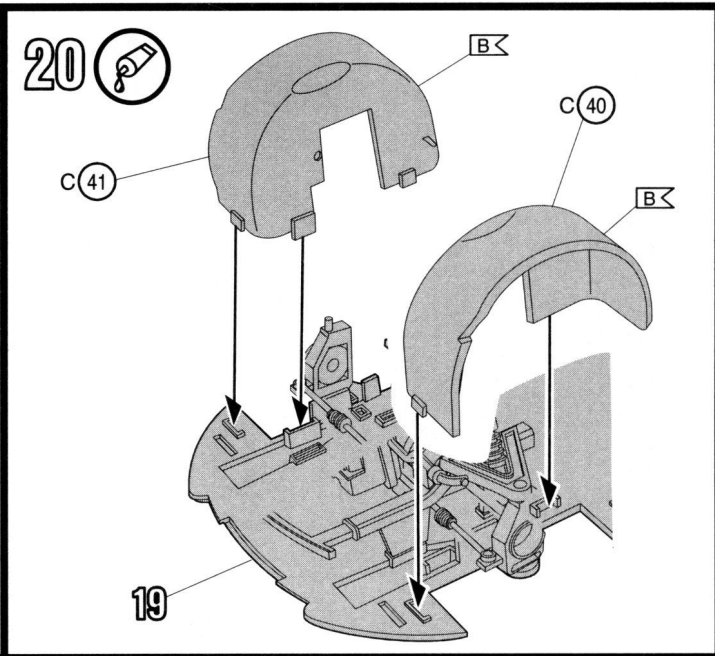
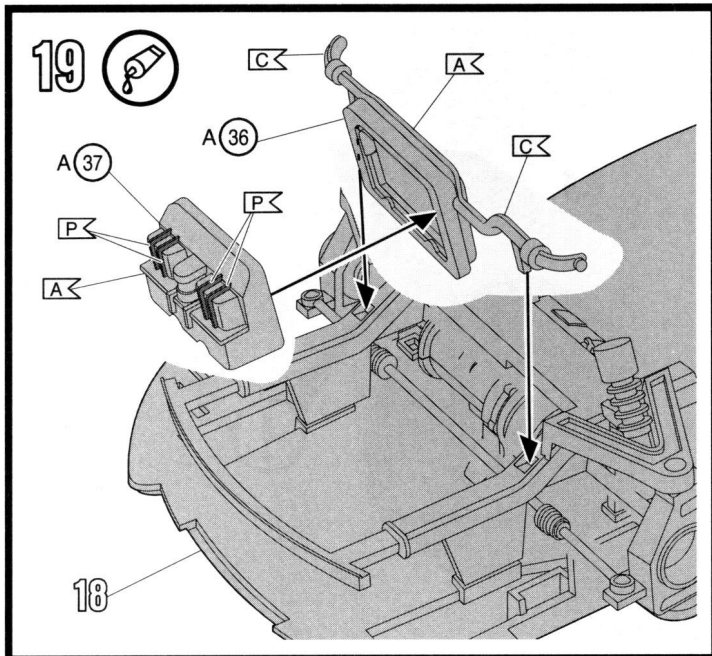
Ikke nødvendige dele  
Deler som ikke er nødvendige  
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μη χρησιμοποιούμενα εξαρτήματα  
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fel nem használt alkatrészek  
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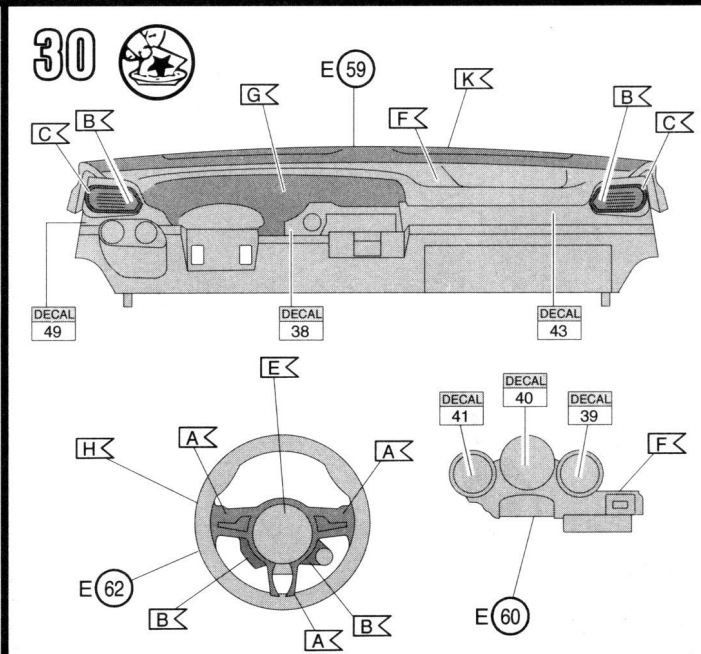
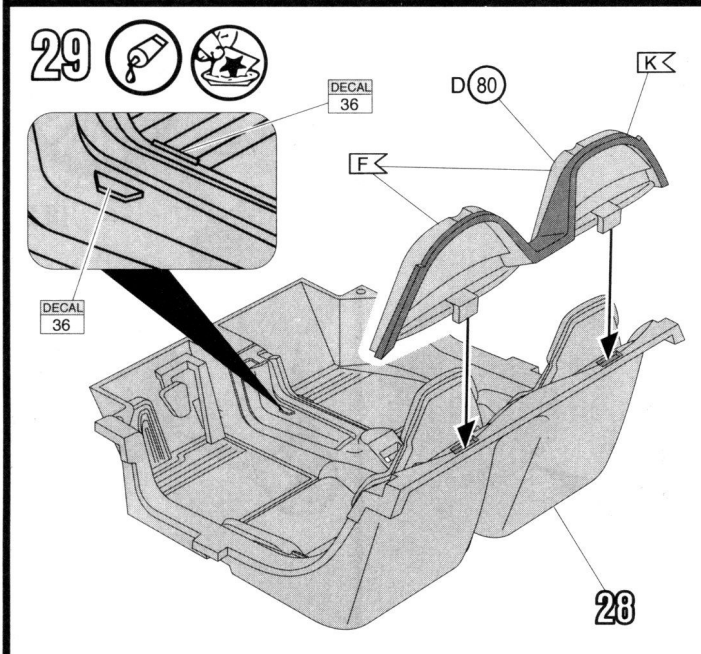
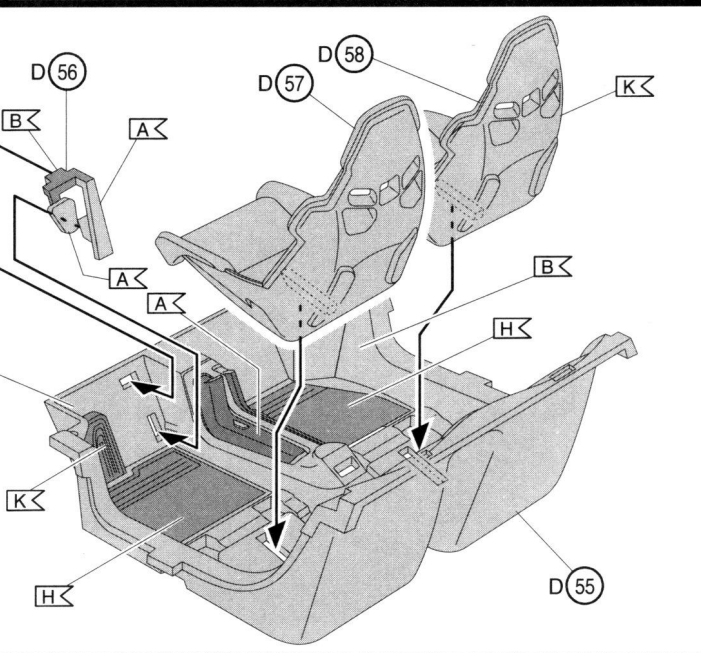
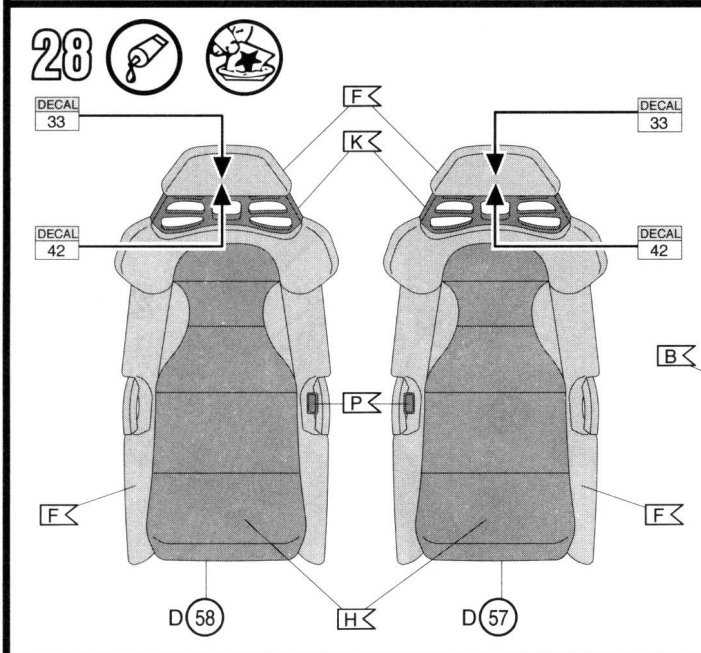
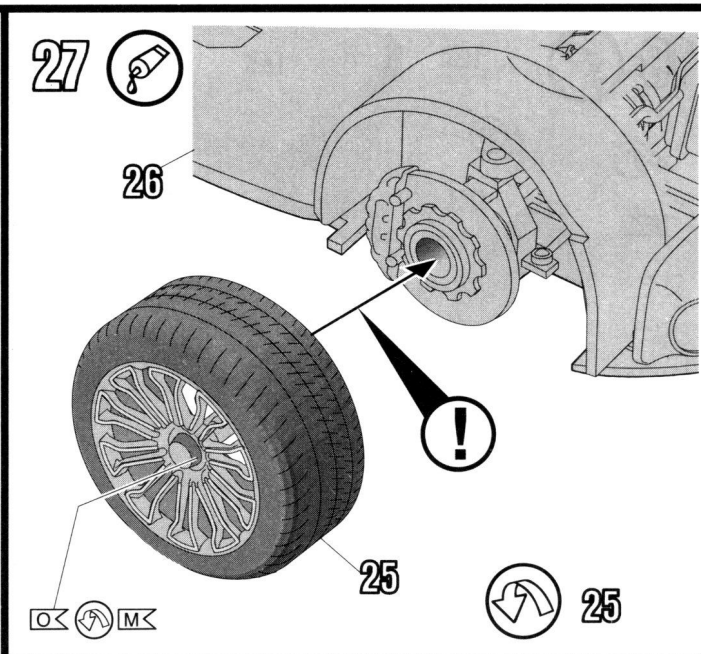
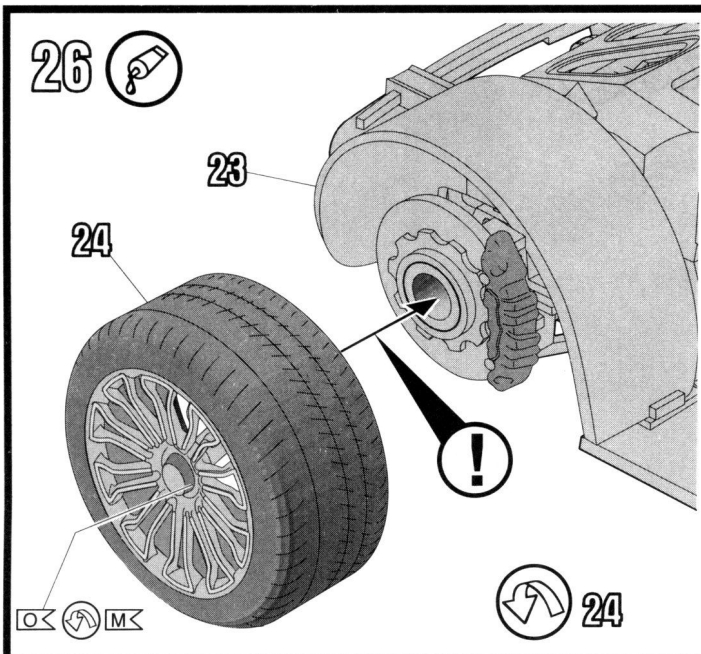


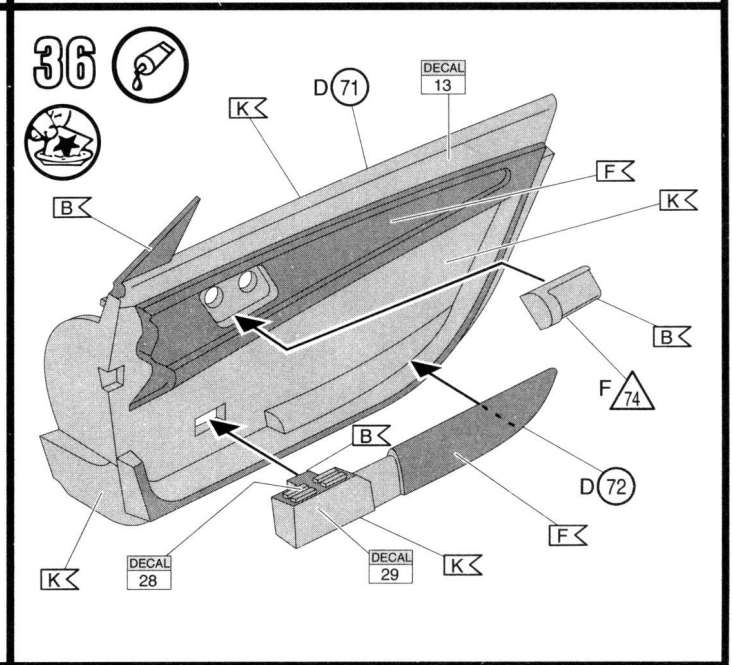
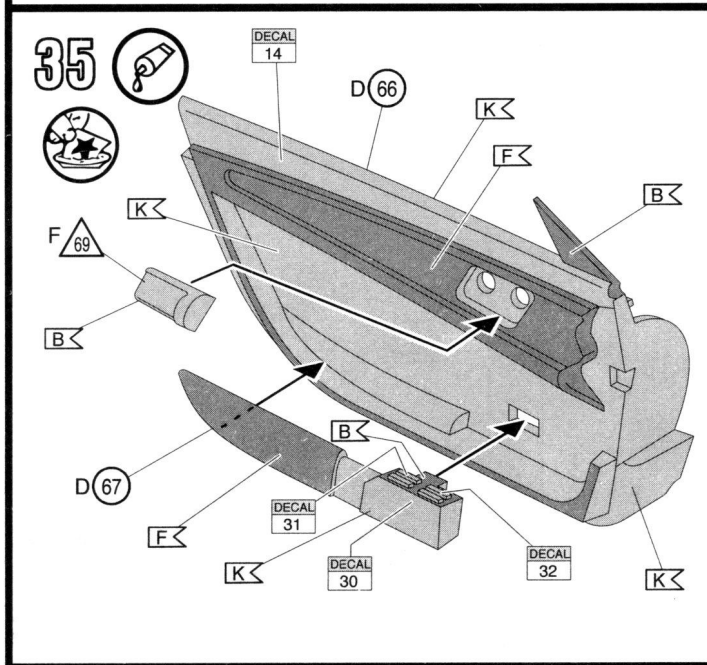
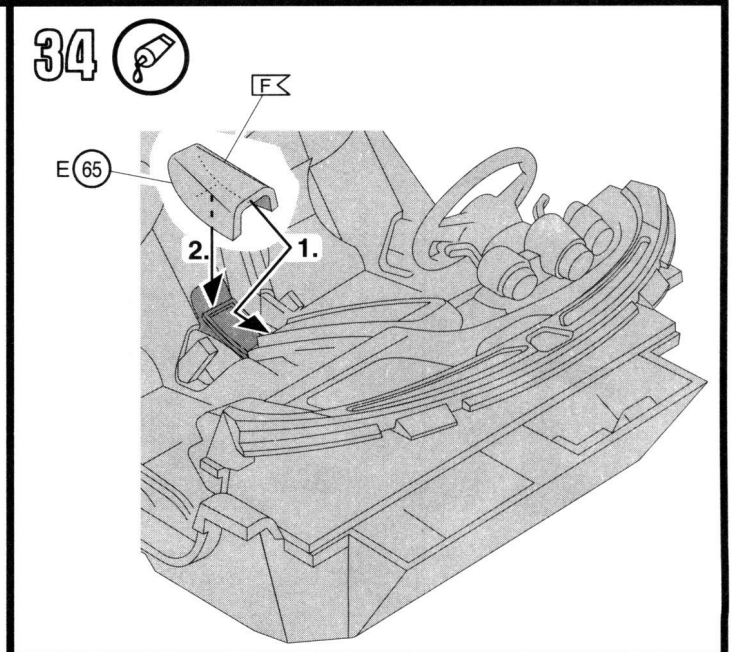
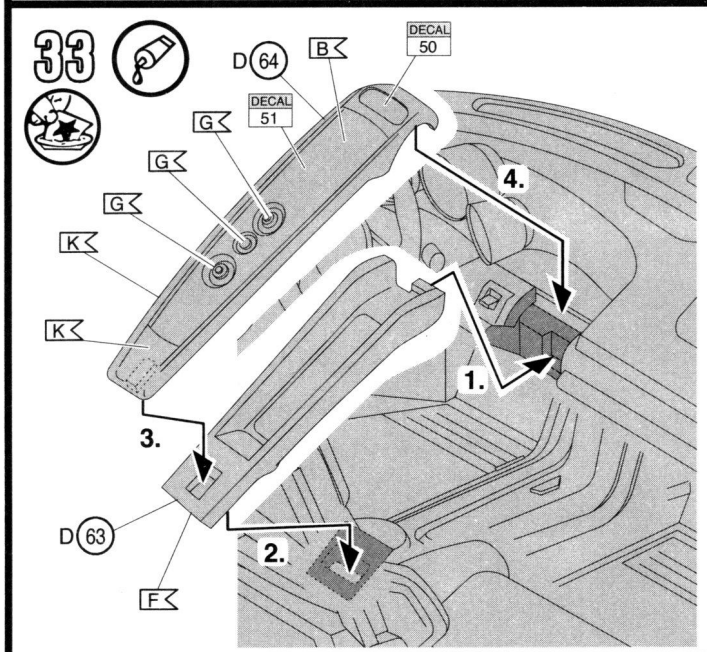
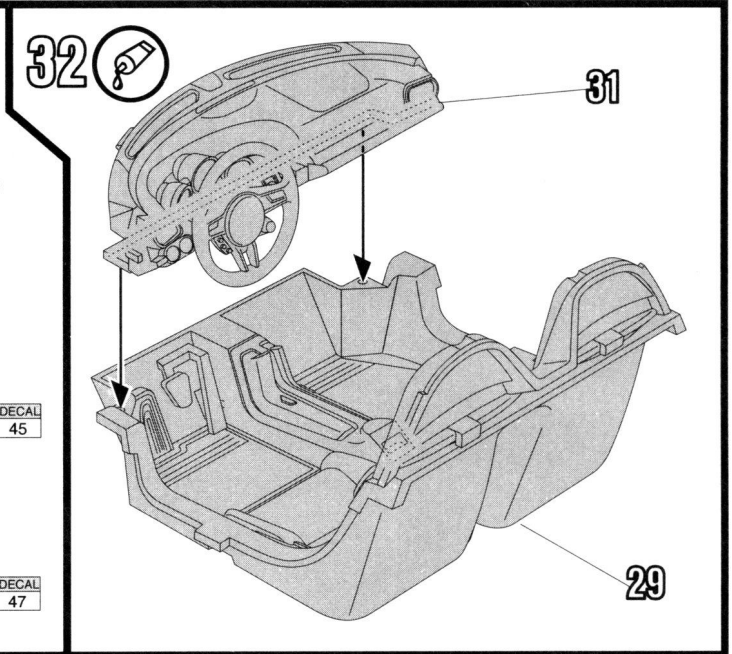
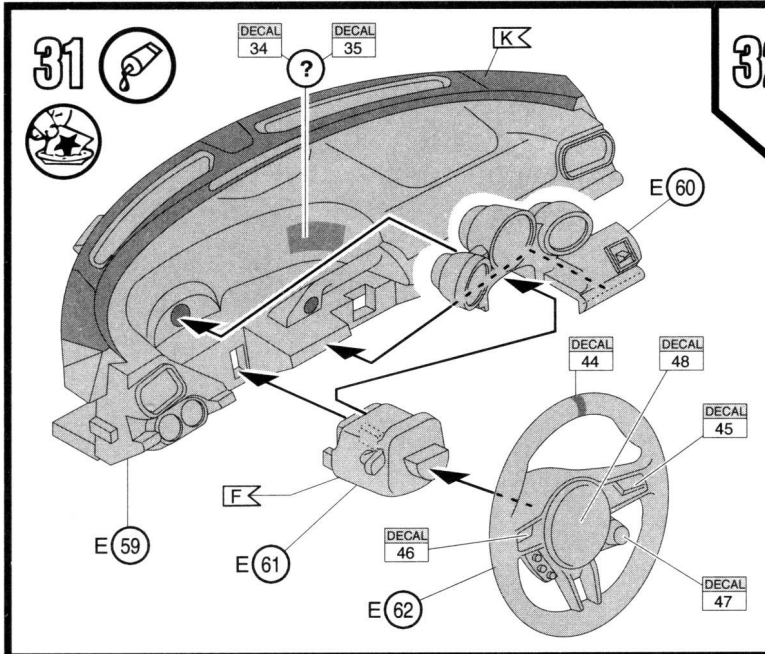


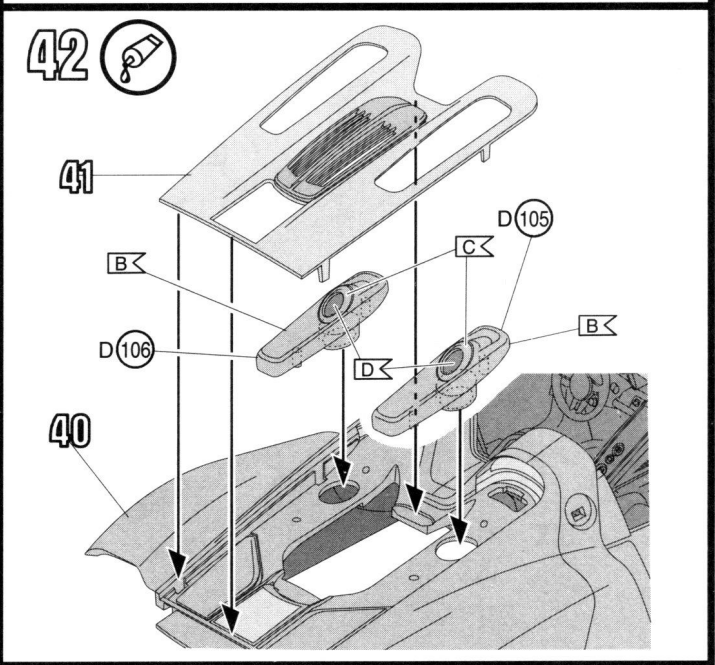
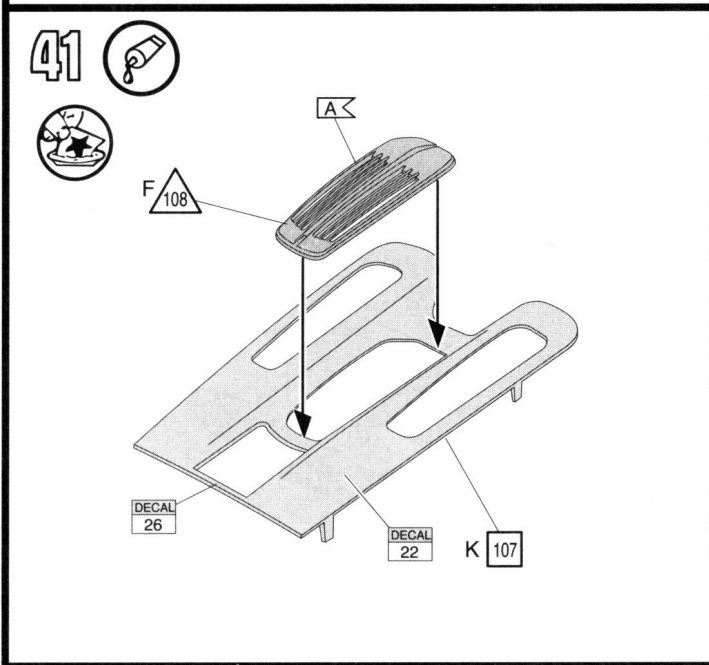
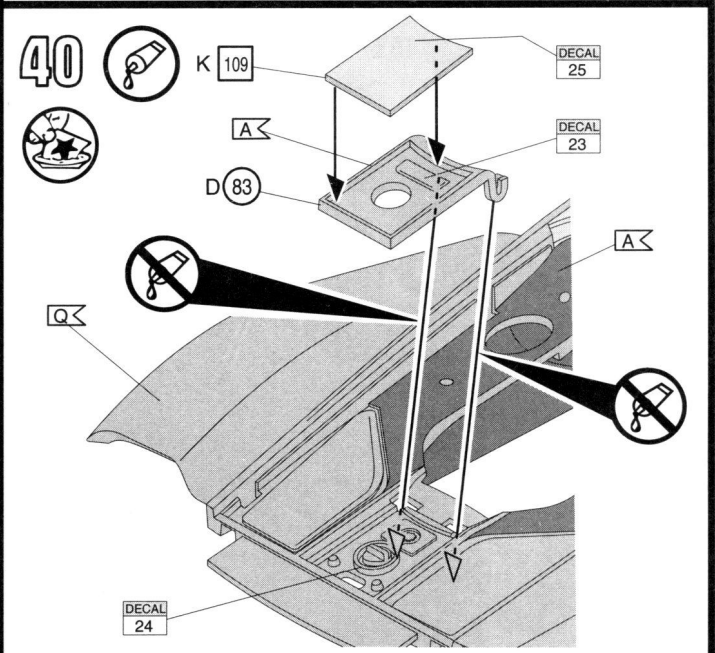
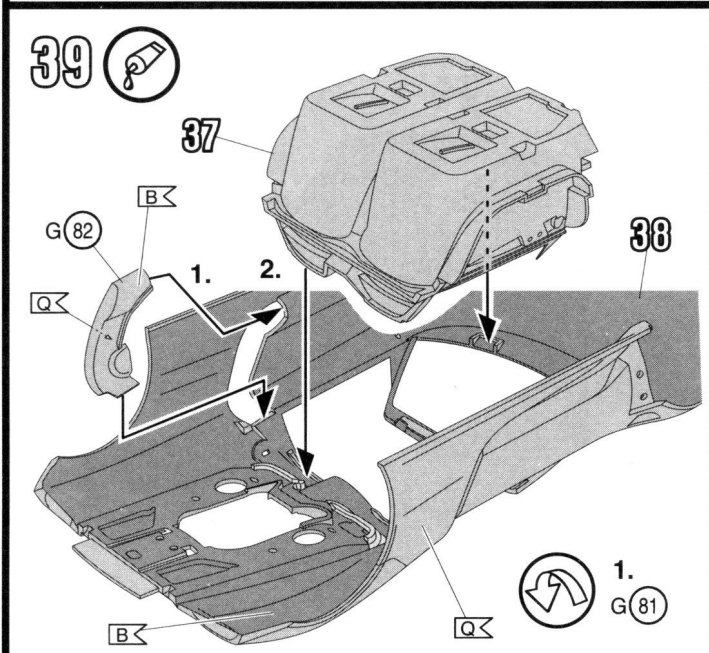
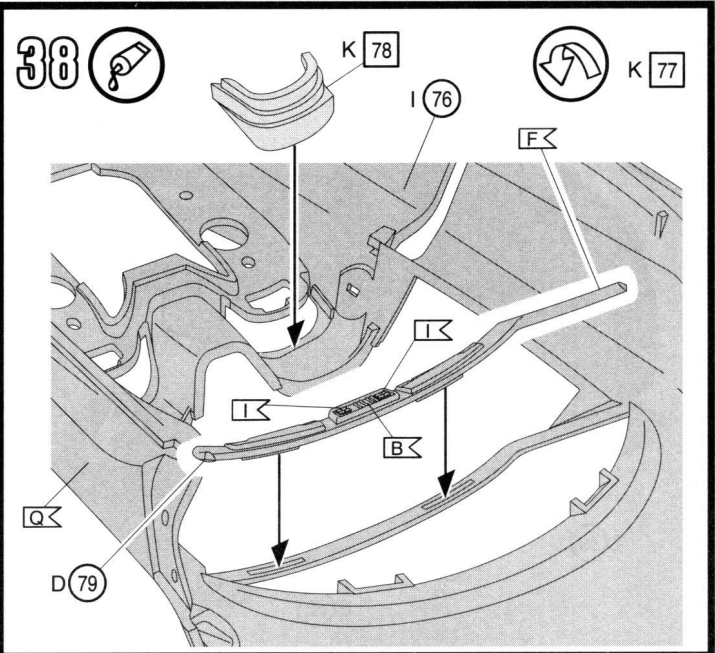
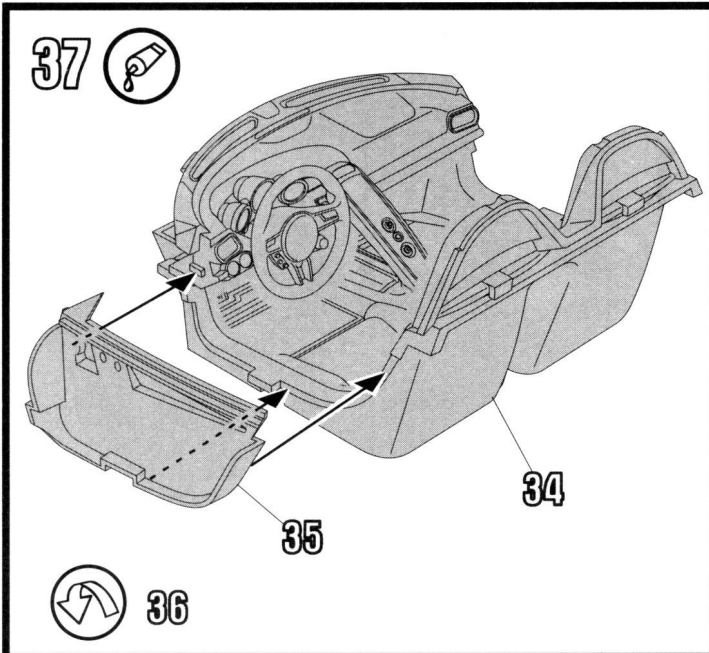




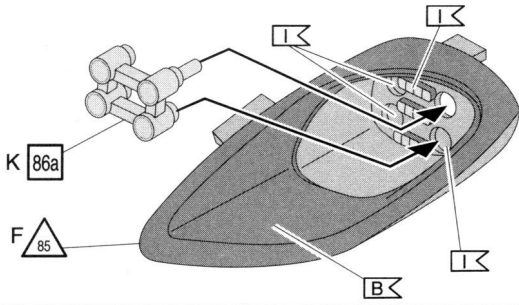




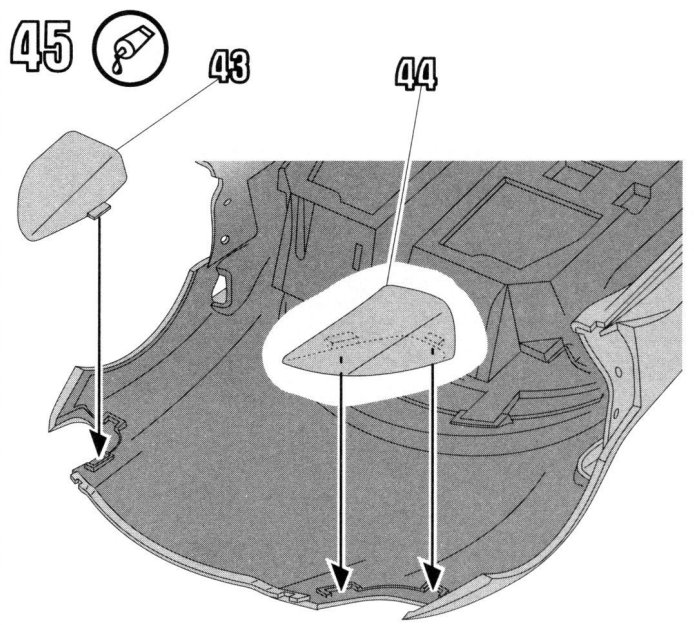




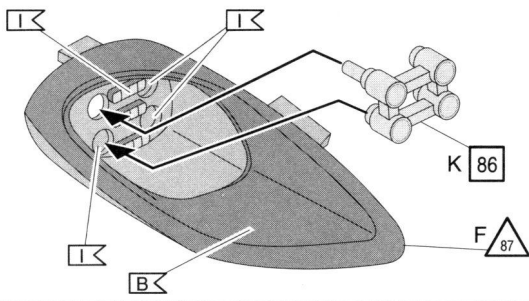
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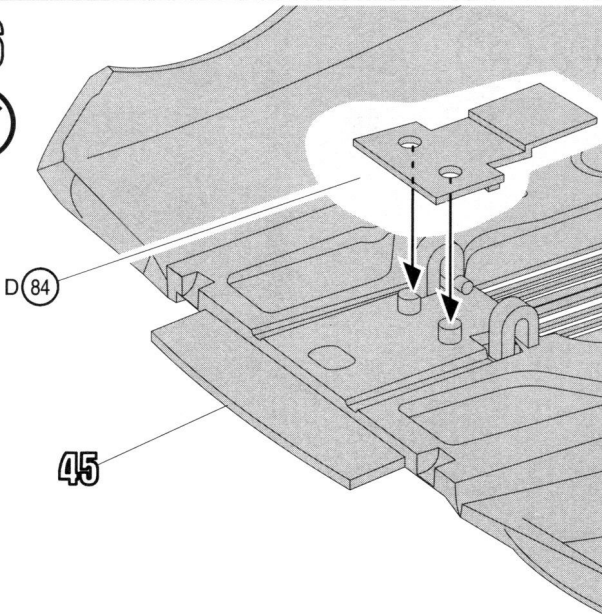
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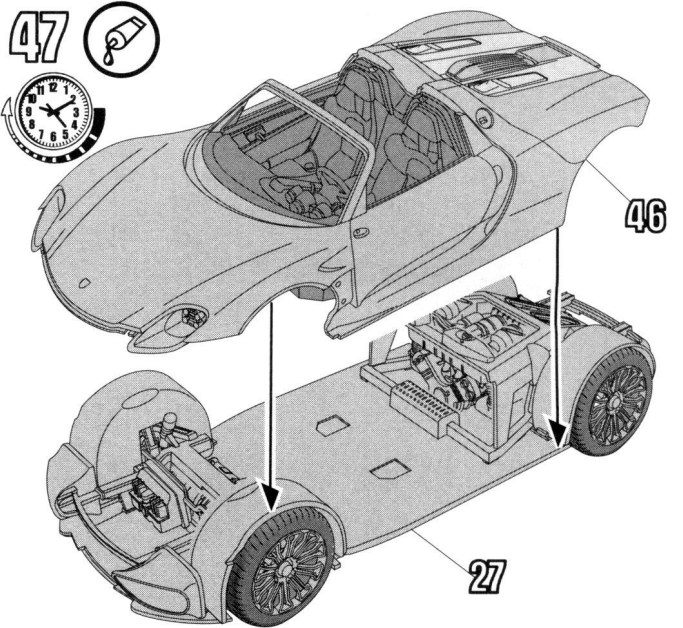
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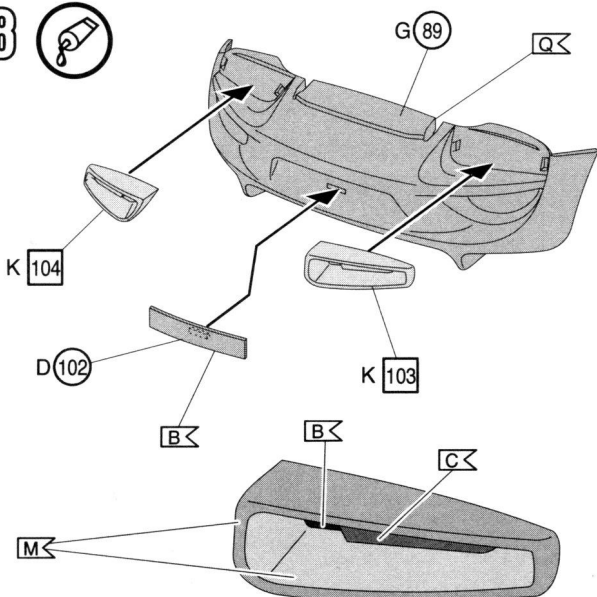
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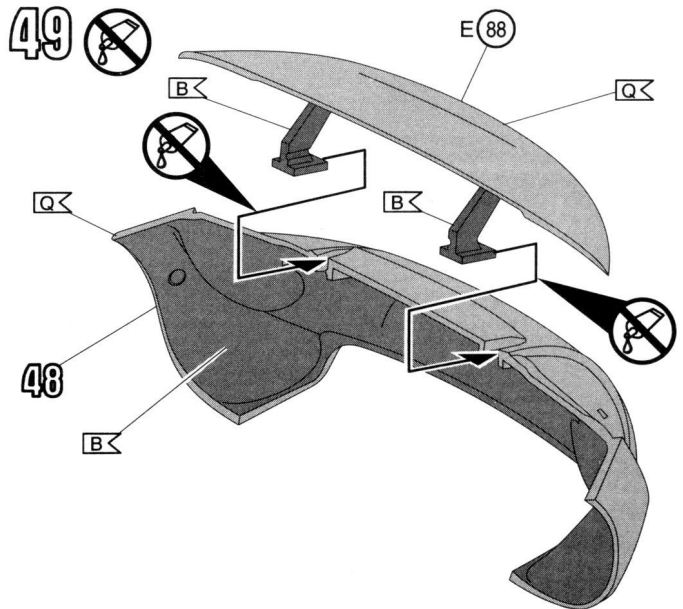
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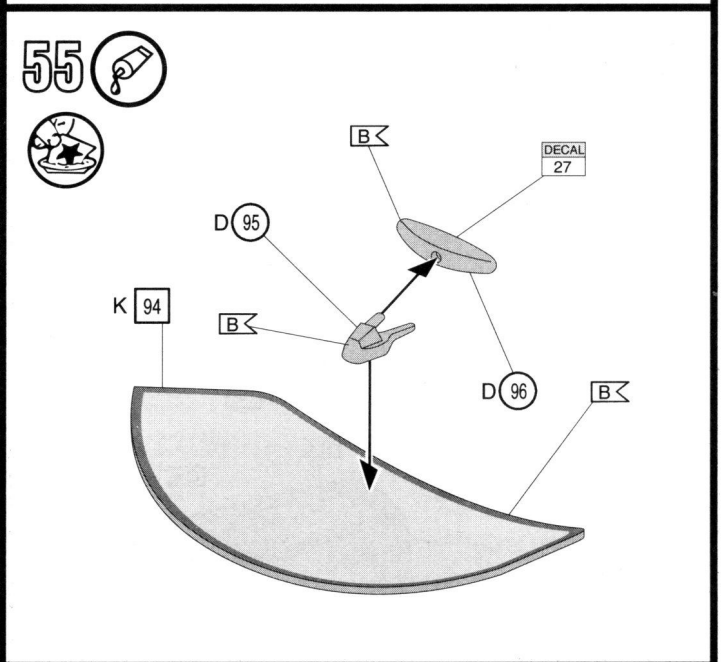
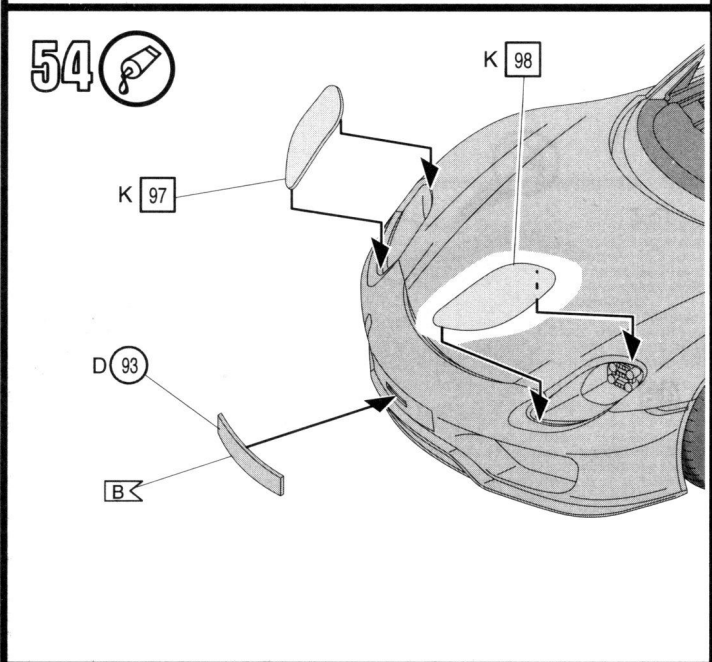
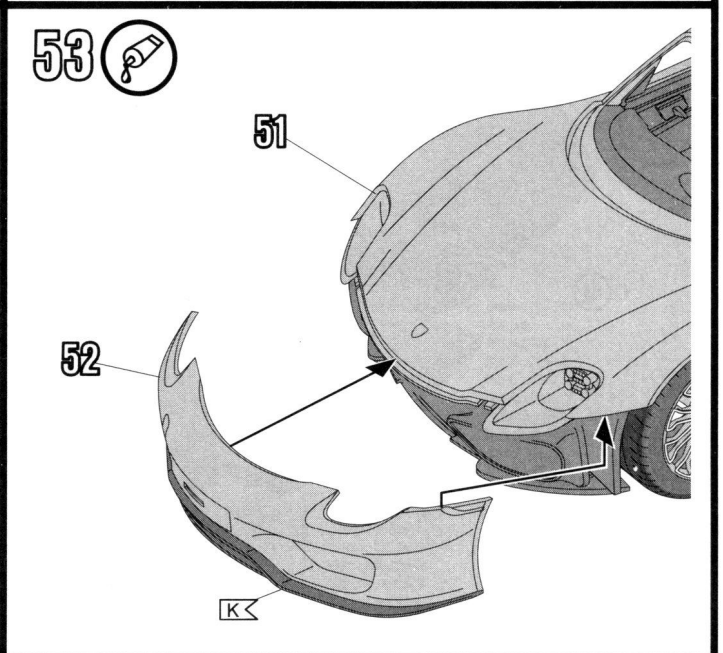
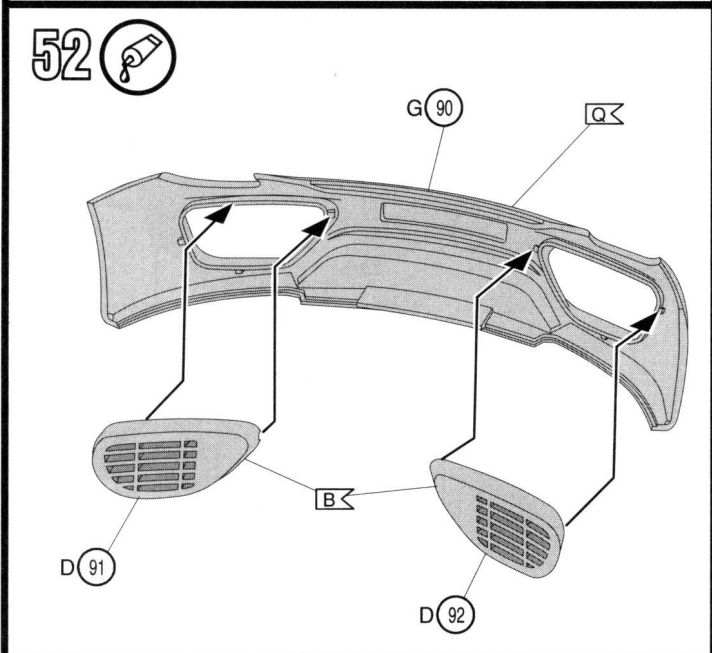
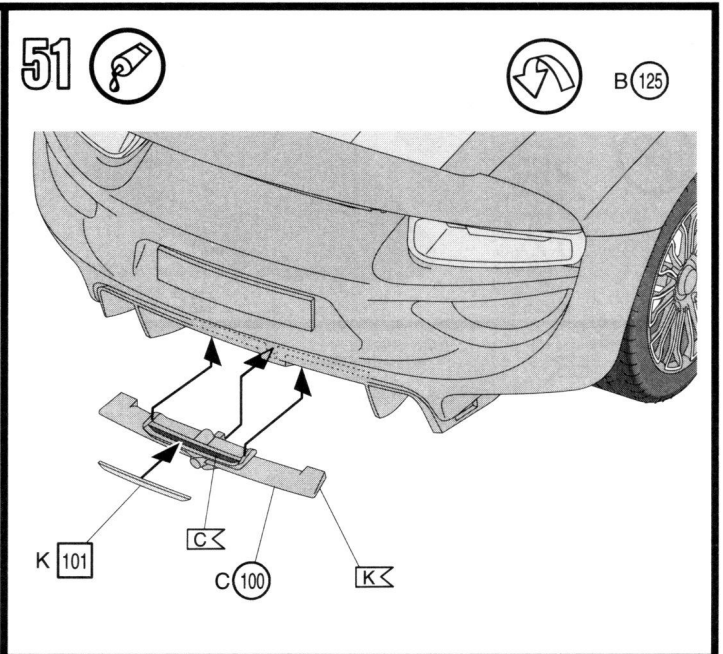
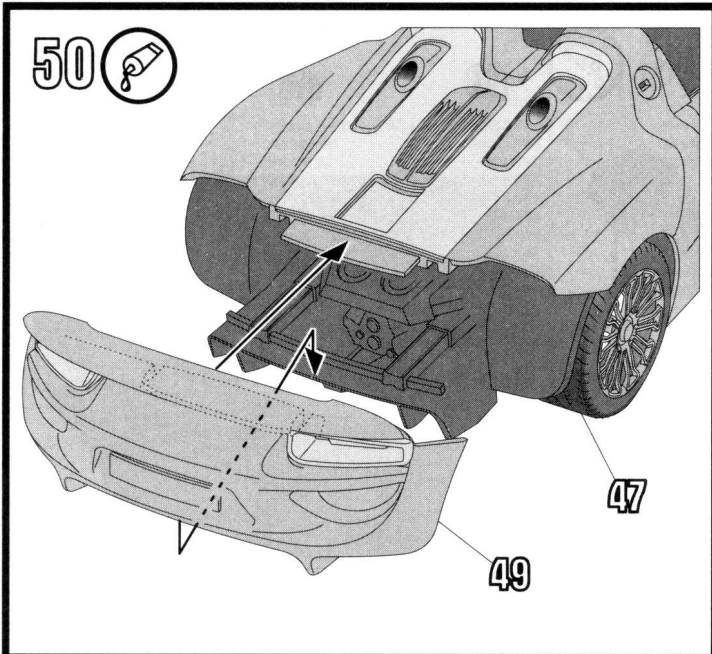


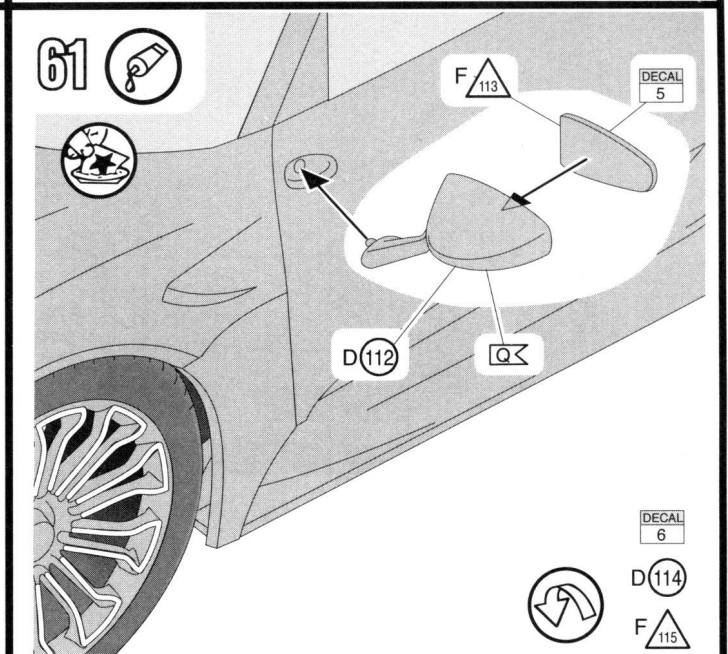
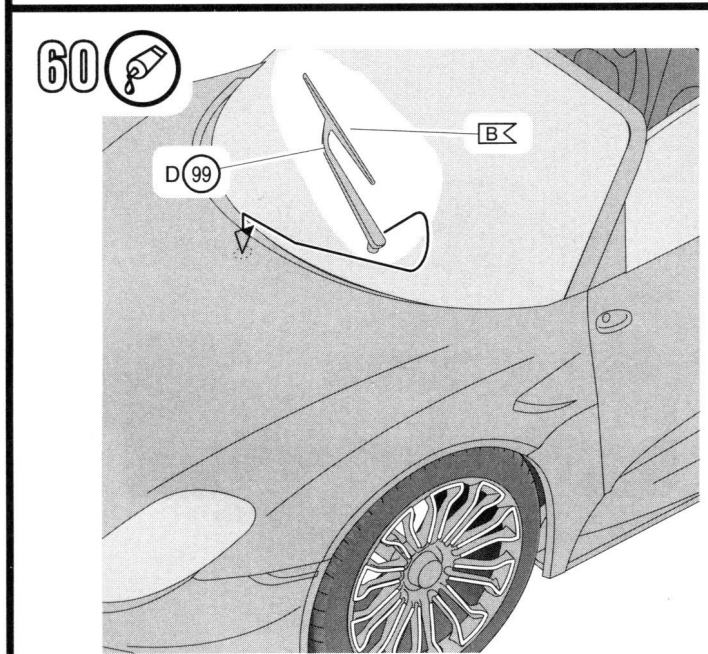
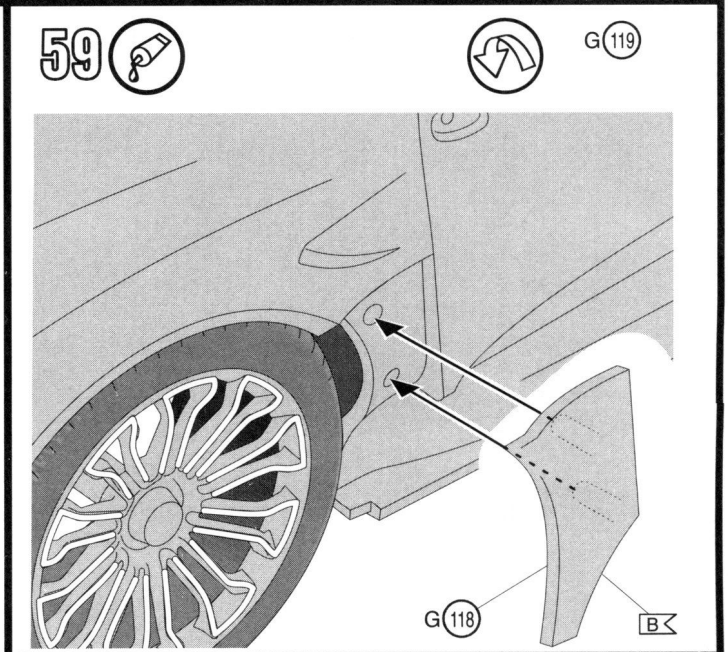
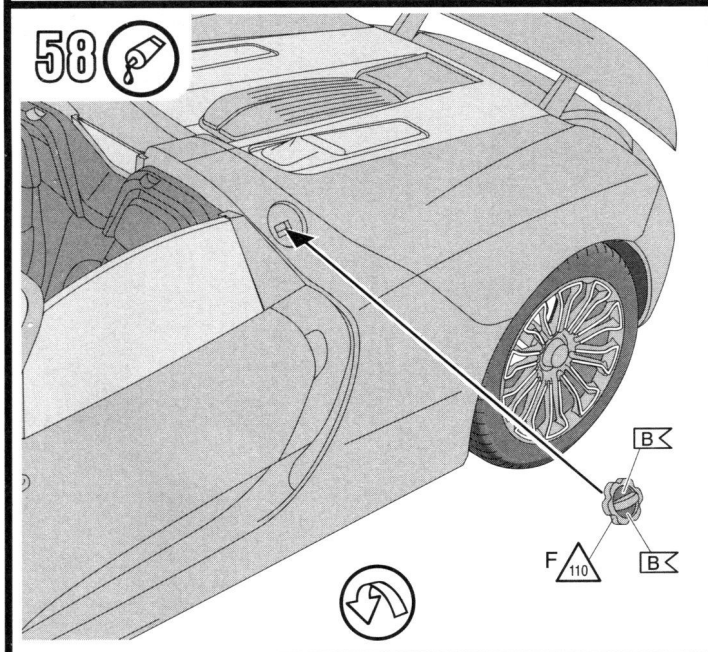
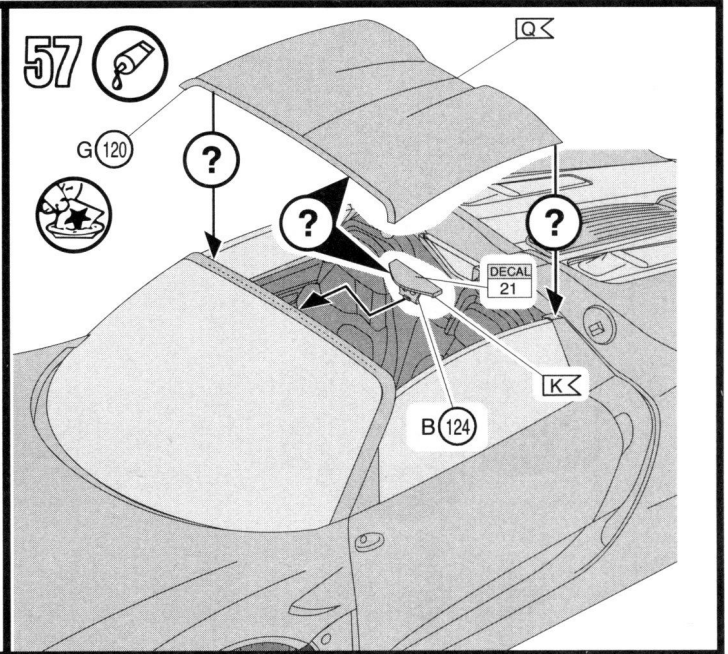
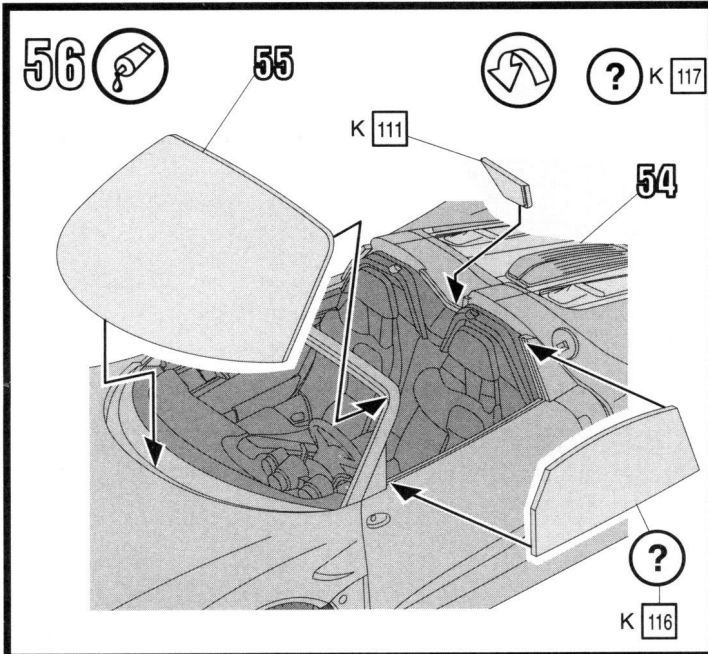
48



49







# 62

