

# PORSCHE 918 SPYDER

## HYPERCAR PROTOCOL · PROVENANCE · CARBON · HV EXAMINATION

Compiled from public sources, the Porsche 918 Spyder, its Model File and specialist review · Personal use only · v2.1

### WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a hypercar transaction: inspection reports, provenance files, auction descriptions. It replaces nothing. The 918 Spyder is not bought the way other Porsches are bought: the fleet is a collector fleet, examples surface through relationships, specialists and private networks, and the decision is made on documentation as much as on the car. At this level our standing recommendation is strict: involve Porsche itself and its factory HV-trained network, or a marque-authority specialist with documented 918 experience, including high-voltage qualification and composite inspection capability. Not a specialist: the specialist. Without that verdict, do not touch the car.

### A · PROVENANCE & PAPERWORK

- ☐ Full ownership chain: first owner, delivery country, factory correspondence, events, auction appearances.
- ☐ Weissach status by build sheet — the single most important MI datum: never assumed from wheels or trim.
- ☐ Recall file with parts evidence: 14V457, 15V335, 16V520, 16V885, 18V287 — and WHICH suspension arms are installed today, with invoices.
- ☐ Factory/Approved service history: PCCB service, HV service, software campaigns.
- ☐ HV records: any stored SOH readings, charge history, battery service — the baseline file starts here.
- ☐ Storage history: climate, maintainer use, standing periods; display-only claims backed by evidence.
- ☐ Originality inventory: roof panels, charging equipment, compressor, tools, books, keys — the delivery set is part of the asset.
- ☐ Carbon and paint history: any repair or respray documented; PTS colour verified against the build sheet.
- ☐ Lift system: optioned or not — verified on paper before it is tested on the car.
- ☐ Accident history: any structural event needs factory/authorised composite documentation.

### B · AT THE CAR

- ☐ Standing-fleet checks first: tyre DOT (bespoke Michelin spec), 12V state, brake-fluid age, seals, fuel age: low mileage proves nothing.
- ☐ 12V discipline: a flat 12V complicates access — maintainer history and the external supply point understood before problems.
- ☐ EV mode, boost and recuperation actually driven; V8 wake-up clean.
- ☐ One real charge cycle observed: communication, interruption behaviour, cooling — never “the plug fits”.
- ☐ Cold start: the 9,150 rpm V8 should idle cleanly: no smoke, no fuel smell.
- ☐ PDK cold and warm: reverse, paddles, adaptation behaviour: no Carrera-GT clutch logic applies.
- ☐ Carbon walk: monocoque sills, floor edges, underbody: delamination, stone damage, lift-point abuse.
- ☐ Weissach magnesium wheels: cracks, kerb marks, corrosion, repair sheen — inner faces included.
- ☐ PCCB surfaces, pads, heat cracks; shoulder wear on the Michelins as the track-use tell.
- ☐ Lift (where fitted): several raise/hold/lower cycles cold and warm.
- ☐ Roof panels fitted and removed; seals and storage condition.

# PORSCHE 918 SPYDER

## HYPERCAR PROTOCOL · PROVENANCE · CARBON · HV EXAMINATION

Compiled from public sources, the Porsche 918 Spyder, its Model File and specialist review · Personal use only · v2.1

### C · SPECIALIST EXAMINATION (MINIMUM)

- ☐ The rule first: Porsche itself and its factory HV-trained network, or a marque-authority 918 specialist with HV qualification and composite inspection capability. Not a specialist: the specialist.
- ☐ HV audit: SOH, cell-voltage deviation, temperature spread, isolation resistance, charge power: age-driven, baseline-captured.
- ☐ E-motors and inverters by diagnosis: front, rear, recuperation, boost delivery.
- ☐ PDK: adaptation values, fault memory, temperatures.
- ☐ Composite examination: monocoque, crash structure, floor, sills, wheel mounts: NDT on suspicion — never a paint-gauge-only verdict.
- ☐ Suspension: every arm identified against the three campaigns (which part numbers are installed), every bearing and bushing judged by AGE.
- ☐ Magnesium wheels by NDT where doubt exists: welded or repaired = replace.
- ☐ PCCB with wear data; brake hydraulics and fluid by age.
- ☐ Software levels: hybrid control, battery management, PDK, infotainment, charging unit — against current factory status.
- ☐ Fluids by age across the car; A/C function and drains.
- ☐ Documentation forensics: build sheet, Weissach content, delivery set, recall invoices cross-checked for consistency.
- ☐ No cost band exists at this level: examination and work run on Porsche or specialist quotes: budget accordingly.

### D · VALUE & NEGOTIATION

*A collector fleet prices on provenance, Weissach, colour and documentation: mechanical items are footnotes, structural and HV findings are not.*

- ☐ Provenance score dominates: chain, factory papers, storage evidence.
- ☐ Weissach premium only with build-sheet proof and original magnesium wheels.
- ☐ Suspension-arm status priced precisely: undone campaigns or missing invoices are real money and real risk.
- ☐ HV findings: OEM diagnosis before any commitment.
- ☐ Originality deficits (respray, missing delivery items, non-original wheels): permanent, priced hard.
- ☐ Age-service backlog (fluids, tyres, seals): normal recommissioning, quoted calmly.
- ☐ Every prior transaction understood: auction results are the only comparables.

### E · RED FLAGS · WALK-AWAY OR ESCALATION

- ☒ Composite damage or repair without factory/authorised documentation.
- ☒ Open suspension-arm campaigns, or no evidence of which arms are installed.
- ☒ Any HV isolation fault, or a seller refusing the HV audit.
- ☒ Weissach claims without build-sheet proof.
- ☒ Welded or repaired magnesium wheels presented as original.
- ☒ Missing charging equipment or delivery set on a “collector grade” car.
- ☒ A transaction path avoiding Porsche and every recognised specialist.
- ☒ Any pressure to close before the examination protocol completes.

### F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline archived: HV SOH, cell data, software versions, composite photo survey, suspension part numbers.
- ☐ Maintainer connected, storage plan set, insurance valuation matched to the documented file.
- ☐ Porsche relationship established for the car; recall and campaign status confirmed current; purchase file and PPI report archived.

*“The 918 is the quietest hypercar of its generation: the file lives in the suspension campaigns, the carbon, the battery’s age and the delivery set — not in the drivetrain.”*

*Deep dive: Supercar Models Paper 32 · Model File 32 · Owner’s Intelligence series.*