

MODEL FILE 32 · HYPERCAR LINEAGE · PORSCHE

PORSCHE 918 SPYDER

4.6 V8 + 2 E-MOTORS · 2013–2015 · 918 CARS · WEISSACH PACKAGE

THE MODEL IN BRIEF

ONE MODEL, ONE SPLIT

918 series cars, 2013–2015, and no model variants: the one technical split that matters is the WEISSACH PACKAGE — magnesium wheels, further weight reduction, titanium components, reduced comfort equipment: for many collectors the preferred specification and the single most important MI datum. Around it: numerous Paint-to-Sample and special configurations, all legitimate: FACTORY BUILD SPEC decides, never rarity impressions. The car opens the Porsche block of this register the way the Ferrari hypercars and Lamborghini few-offs run: as a HALO file — these are not cars you buy on every corner, and the checklist declares its special protocol openly.

ARCHITECTURE

A 4.6-litre V8 with RS Spyder LMP2 lineage, revving to 9,150 rpm, plus two electric motors — one on the front axle, one at the PDK — as a genuine plug-in hybrid with liquid-cooled lithium-ion battery: PDK dual clutch: carbon monocoque with carbon rear structure: PCCB standard: removable roof panels. The first series Porsche with the full hypercar hybrid architecture, and to this day a reference point for the electrified supercars that followed it.

WHY IT MATTERS

From today's viewpoint the 918 is one of the technically QUIETEST hypercars of its generation: unlike LaFerrari or Revuelto there is no usable accumulation of hybrid-drive problems, and the racing-derived V8 and the PDK count as outstandingly robust. The real file lives elsewhere: suspension-arm recalls, carbon structure, an age-driven HV audit, long standing periods, and originality.

INSPECTION ZONES · THE QUIET DRIVETRAIN

V8, PDK & E-MOTORS

The V8 is astonishingly un-problematic: no usable series of crankshaft, rod-bearing, valvetrain, timing-chain or oil-consumption failures: CORE ENGINE = NO ESTABLISHED FAILURE PATTERN. The consequence scale still matters: a replacement V8 was quoted in the US years ago at roughly \$265,000 — the number is a scale datum, not a risk statement. PDK: no recognisable failure series: protocol cold and warm, reverse, paddles, launch function, adaptation values, faults — and explicitly NO Carrera-GT clutch logic is transferred. E-motors front and rear, inverters, recuperation, EV mode, boost: NO ESTABLISHED E-MOTOR FAILURE PATTERN.

HV & 12V · AGE, NOT DEFECT

The battery question is asked of every 918 — and the honest answer is structural: Porsche designed the pack deliberately for long standing periods, stating at launch that collector storage was part of the specification. No defect series exists. But the fleet is now past ten years old, so the audit runs AGE-driven: HV state of health, cell-voltage deviation, temperature differentials, charge history, charge power, isolation resistance. The charge test is real, never “the plug fits”: an actual charge cycle with communication, interruption behaviour and cooling observed. And the 12-volt side is the practical trap: workshops document that a fully discharged 12V battery complicates access to the car, requiring the special external supply point: 12V_BATTERY_HEALTH and MAINTAINER_HISTORY are their own fields.

THE STANDING FLEET

The real risk profile: many cars run under 500 miles a year, some barely move for years. The findings are age findings, not defects: 12V batteries, tyre age, brake fluid, seals, fuel age, air conditioning. Tyres: the bespoke Michelin specification, checked by DOT and originality: track use shows first as heavy shoulder wear. PCCB: discs, pads, surfaces, stone impacts, heat cracks. Front lift: OPTIONAL and expensive when new — not every car has it: equipment verified against the build sheet, then several raise/hold/lower cycles.

STRUCTURE, WEISSACH & ORIGINALITY

The carbon monocoque carries Carrera-GT-grade priority: after any accident never just paint — monocoque, crash structure, carbon floor, sills, wheel mounts: NDT on suspicion: the carbon underbody read for delamination, stone damage and lift-point abuse, not just scratches. Weissach magnesium wheels are their own PPI point: extremely light, extremely expensive, more sensitive to hard impacts: cracks, kerb damage, corrosion, previous repairs — a welded magnesium wheel is replaced, not trusted. Originality checked completely: paint, carbon, wheels, keys, CHARGING EQUIPMENT, roof panels, board folder, compressor, tools: on this fleet the delivery set is part of the asset.

RECALLS · FIVE CAMPAIGNS, ALL VERIFIED

THE SUSPENSION THEME

The 918's defining recall theme is not the hybrid: it is SUSPENSION ARMS, three times. 14V457: five cars (production May–June 2014), rear-axle control arms could break — the early precautionary chassis-batch action. 16V885: 306 cars — a THIRD of the entire run — front lower control arms cracking at the ball joint (production November 2013 to July 2015), replaced from February 2017. 18V287: 305 cars, the connecting shafts of longitudinal and transverse control arms failing through stress corrosion cracking, replaced from September 2018. Consequence for every 918: campaign completion is not enough — the file records WHICH arms are installed today, with invoices.

15V335 & 16V520

15V335: the left rear radiator-fan wiring harness could chafe against the engine heat-insulation plate (the dossier's "carbon structure" story, verified against the campaign text): fixed with changed routing and fastening. 16V520: after service work, incorrect screws may have been used when re-installing seat-belt mounts or reels — small, service-induced, and checked by VIN like everything else. Beyond the campaigns, the age doctrine: every suspension bearing and bushing is now checked by AGE — the youngest 918 is a decade old.

MARKET POSITION · A COLLECTOR FLEET

STATUS

Today an almost purely collector market: kilometres matter less than PROVENANCE, ORIGINALITY, WEISSACH, COLOUR and DOCUMENTATION. The paper file is the asset: first owner, factory and Approved history, PCCB and HV service, recall completion with parts evidence. No listing-based bands are modelled: auction results and specialist-brokered transactions are the price signals, recorded per car as AUCTION_HISTORY and MARKET_PROVENANCE.

COST FRAME

Working magnitudes, not quotes (Sep 2026): annual service €2,000–4,000 · major service €5,000–10,000+ · PCCB €15,000–30,000+ · HV components: OEM quote · monocoque: single-case territory · replacement V8: extreme (the \$265k US datum). The structural lesson: routine running costs are civilised for the class — the tail risks are structural and HV, which is exactly why the audit lives there.

918

Cars 2013–2015: the number is the name — a collector fleet from day one

887 PS

RS-Spyder-lineage V8 + two e-motors: no established failure pattern anywhere in the drivetrain

306

Cars in 16V885 alone: suspension arms, not the hybrid, are the 918's recall story

Sources: Porsche factory data (918 units 2013–2015, architecture, Weissach Package content, battery storage design statements); NHTSA campaigns 14V457 (5 cars), 15V335, 16V520, 16V885 (306 cars) and 18V287 (305 cars) verified September 2026 via vehicle and campaign queries; workshop-documented 12V access behaviour, Michelin tyre and magnesium-wheel patterns per named buyer-guide and specialist sources; \$265k replacement-V8 figure per period US reporting, carried as a scale datum. Cost figures are MI working magnitudes; auction and specialist transactions are the only market references at this level.