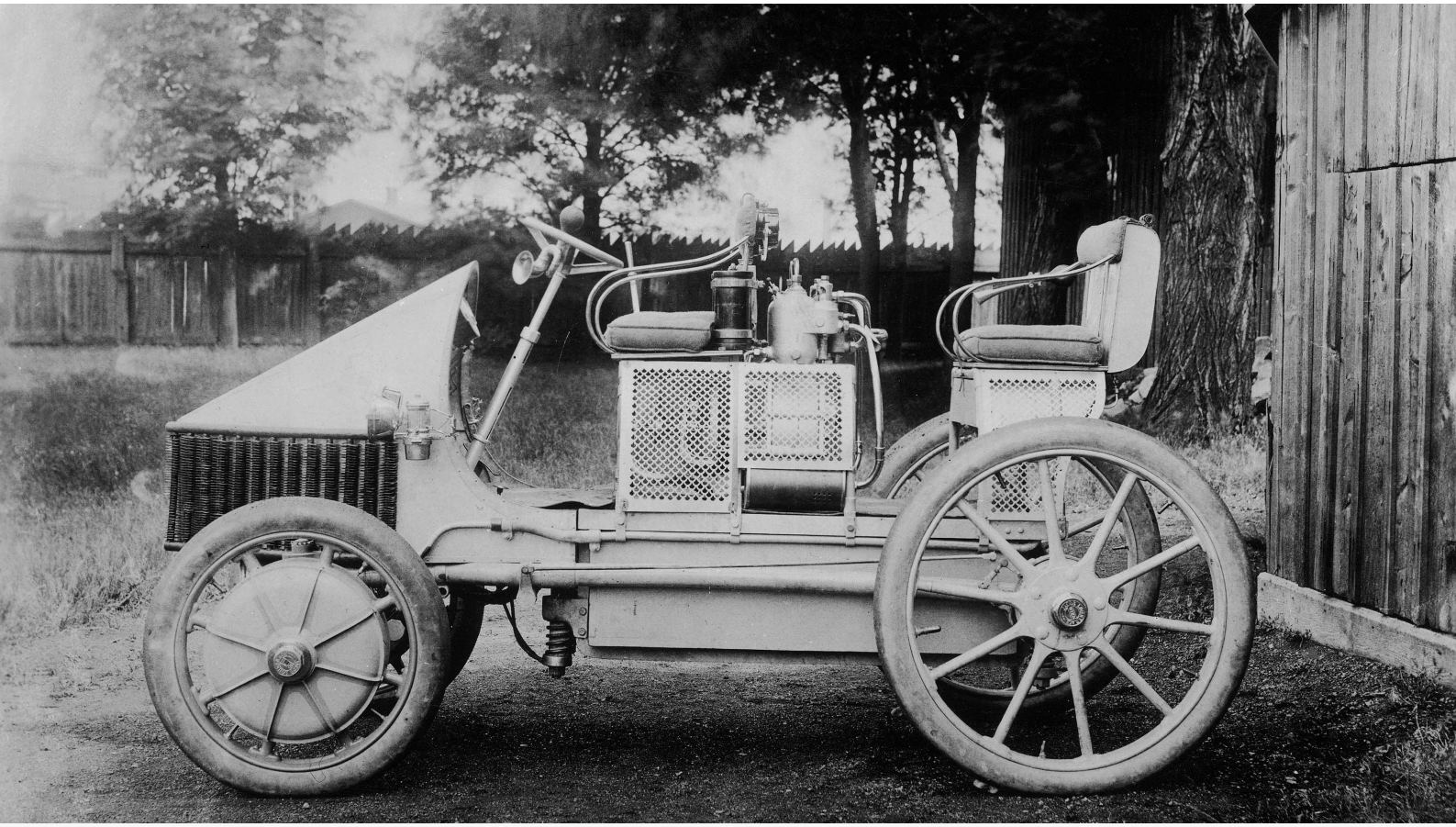

Electromobility at Porsche – Pioneering Spirit Then and Now

26/11/2024 Electromobility features prominently in Porsche's past, present, and future. Ferdinand Porsche designed his first electric vehicle with rear-wheel drive back in 1898. More than a century later the sports-car manufacturer is returning to its roots.

The beginnings

1893 – Ferdinand Porsche
The company founder was interested in electricity as a boy. At the age of eighteen he installed a lighting system in his parents' home.

1898 – Egger-Lohner C.2 Phaeton
Ferdinand Porsche's oldest car that still exists today is powered by an Oktagon electric motor. Technical data: 2.2–3.7 kW (3–5 hp); peak speed (Vmax): 25 kmh

1900 – La Toujours Contente electric race car

The “always content” is the world’s first passenger car with all-wheel drive. Technical data: 4 x 10 kW (14 hp)

1900 – Semper Vivus Lohner-Porsche
This car is known as the world’s first hybrid vehicle. A combustion engine supplements its wheel-hub motors. Technical data: combustion engine 2 x 2.6 kW (3.5 hp), e-motor 2 x 1.8 kW (2.5 hp); Vmax: 35 kmh

1902 – Mixte Lohner-Porsche
Ferdinand Porsche wins the hillclimbing race on Mount Exel with the production-ready version of the Semper Vivus. Technical data: 2 x 10 kW (14 hp)

Revisiting an early idea

2010 – Cayenne S Hybrid
Porsche presents the first standardseries hybrid car in the company’s history. Technical data: electric motor 34 kW (47 hp), combustion engine 245 kW (333 hp); Vmax: 242 kmh

2010 – 911 GT3 R Hybrid
This race car with electric front-wheel drive and a flywheel energy storage system is Porsche’s first hybrid vehicle developed for motorsports. Technical data: combustion engine 353 kW (480 hp), electric motor 2 x 60 kW (81 hp)

2011 – Panamera S Hybrid
The most fuel-efficient Porsche thus far, it consumes 6.8 liters per 100 kilometers. Technical data: electric motor 34 kW (47 hp), combustion engine 245 kW (333 hp); Vmax: 270 kmh

2013 – 918 Spyder
This high-performance hybrid sports car posts a record lap time of 6:57 minutes on the Nürburgring’s Nordschleife (north loop). Technical data: system output 652 kW (887 hp); Vmax: 343 kmh

2014 – 919 Hybrid
Porsche wins the drivers’ and manufacturers’ WEC titles from 2015 to 2017 with the most complex race car of all time. Technical data: combustion engine 370 kW (503 hp), electric motor 184 kW (250 hp)

2015 – Mission E
Porsche unveils the Mission E at the IAA 2015. The concept car combines the emotional design of a Porsche with excellent performance and the forward-thinking practicality of the first 800-volt drive system. With the Mission E Cross Turismo, Porsche followed up with the concept study of an fully electric Cross Utility Vehicle (CUV) at the Geneva Motor Show 2018.

2019 – Taycan
Porsche presents its first fully-electric sports car to the public with a spectacular world premiere held simultaneously on three continents. The Taycan is the first production vehicle with a system voltage of 800 volts instead of the usual 400 volts for electric cars.

2019 – 99X Electric
Start to the Formula E: The Porsche 99X Electric joins the list of historic Porsche motorsport cars. The development of the Porsche powertrain, the 'Porsche E-Performance Powertrain', has played a central role from the start. The engineers were able to make use of their LMP1 experience when developing the Porsche Formula E powertrain. With the hybrid technology, the foundations were laid for electric mobility. The Porsche 99X Electric also serves as a development platform for future fully electric production models.

2023 – 963
Return to the top classes of the world's two largest endurance series: the FIA World Endurance Championship WEC and the IMSA WeatherTech SportsCar Championship. The approximately 515 kW (700 hp) hybrid prototype Porsche 963 celebrated its racing debut at the 24 Hours of Daytona in January 2023. The Porsche 963 banks on powerful DNA from RS Spyder and 918 Spyder.

2024 – Macan Electric
Porsche is launching its second all-electric model: Ten years after its launch, the Porsche Macan is heading into its second model generation, now in all-electric form. The new Macan delivers E-Performance on any terrain and a high level of day-to-day usability.

MEDIA ENQUIRIES

Astrid Böttinger

Spokesperson Heritage and Porsche Museum
+49 (0) 170 / 911 2065
astrid.boettinger@porsche.de

Consumption data

Macan 4 (WLTP)*: Electrical consumption combined: 20.5 – 17.8 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

*Further information on the official fuel consumption and the official specific CO_2 emissions of new passenger cars can be found in the "Leitfaden über den Kraftstoffverbrauch, die CO_2-Emissionen und den Stromverbrauch neuer Personenkraftwagen" (Fuel Consumption, CO_2Emissions and Electricity Consumption Guide for New Passenger Cars), which is available free of charge at all sales outlets and from DAT (Deutsche Automobil Treuhand GmbH, Helmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, www.dat.de).

Image Sublines

Path: Electromobility at Porsche – Pioneering Spirit Then and Now/Images/img_1.jpg
Title: Mixte Lohner-Porsche, 1902, 2019, Porsche AG
Subline: Lohner-Porsche “Mixte“ (1902)

Path: Electromobility at Porsche – Pioneering Spirit Then and Now/Images/img_3.jpg
Title: 919 Hybrid, 2014, Porsche AG
Subline: 919 Hybrid (2014)

Path: Electromobility at Porsche – Pioneering Spirit Then and Now/Images/img_4.jpg
Title: Taycan Turbo S, 2019, Porsche AG
Subline: The Taycan at its world premiere (2019)

Path: Electromobility at Porsche – Pioneering Spirit Then and Now/Images/img_5.jpg
Title: Macan 4, Singapore, 2024, Porsche AG
Subline: The Macan Electric ats world premiere in Singapore (2024)

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Dr. Ing. h.c. F. Porsche Aktiengesellschaft
Porscheplatz 1
70435 Stuttgart