

Development of first all-electric 718 Boxster reaches the home stretch

25/11/2026 World premiere set for the first quarter of 2027.

ATLANTA. Porsche's first all-electric two-door sports car is nearly ready for the road. After an extensive testing program, the new 718 Boxster, featuring the sports-car-specific E-Core layout, has entered the final stage of development as a production vehicle.

Almost 2.5 million test miles covered

During development, the all-electric 718 Boxster has been subjected to some of the world's most demanding conditions. Of course, twisty backroads – a natural habitat for the car - were an integral part of the testing regiment. Prototypes also endured tests on ice and snow in Sweden, where temperatures fell as low as -22 degrees Fahrenheit, and in Death Valley, California, where the extreme heat soared to

124 degrees. In the busy traffic of cities such as Las Vegas, Los Angeles and Shanghai, the focus was on everyday usability. The lowest altitude of the test routes was 282 feet below sea level, while the highest was 9,022 feet. The program's engineers and test drivers travelled to more than 20 countries and tested the charging performance using five different charging standards. In total, the test team covered nearly 2.5 million miles (4 million kilometers) in the prototypes of the all-electric 718 Boxster.

E-Core architecture for mid-engine-style weight distribution

Preserving the DNA of the Boxster was one of the development team's top priorities. The 800-volt battery sits directly behind the seats in the space traditionally occupied by the internal combustion engine. This E-Core architecture was tailor-made for the 718 Boxster and – unlike with most electric vehicles – enables a low seating position, as expected from a sports car. The weight is concentrated towards the middle of the vehicle. With a weight distribution of 40 percent on the front axle and 60 percent on the driven rear axle, it matches that of a traditional mid-engined sports car. Intelligent lightweight construction helps to maintain an overall weight similar to the current 911 Cabriolet models featuring the T-Hybrid powertrain

“Starting next year, the all-electric 718 Boxster will offer our customers a compelling entry point into our world of two-door sports cars,” says Dr. Michael Leiters, Chairman of the Executive Board of Porsche AG. “Our engineers have succeeded in transferring the Boxster's unique concept to the electric world, further enhancing it in the process. I am thrilled with the level of driving enjoyment the new 718 Boxster offers.”

911-derived technology sharpens the driving dynamics

The connection to the 911 runs through the chassis. For example, the steering is based on that of the 911 Carrera GTS, and rear-axle steering is available in the 718 Boxster for the first time. The dimensions of the wheel-and-tire combinations and braking system are also based on the Porsche 911. The electronically controlled PTV+ limited-slip differential is also derived from 911.

"The development of the all-electric 718 Boxster is on the home straight," says Dr. Michael Steiner, Member of the Board for Research and Development. “In designing this car, we didn't take the easy route. Instead, we opted for a series of Porsche-typical solutions. A good example of this is the E-Core architecture. It allows for a low seating position and the center of gravity of a traditional mid-engined car. You can feel that with every meter driven."

Effortless power for maximum driving pleasure

The all-electric 718 Boxster will be the most powerful 718 yet. The top-of-the-range model accelerates from a standstill to 60 mph in less than three seconds and reaches a top track speed of

more than 155 mph. All 718 Boxster models will be rear-wheel drive.

"I would be very satisfied if, when driving the 718 Boxster, our customers can feel how much passion has gone into developing this car and that we have succeeded in transferring the DNA of the combustion-engined 718 into the electric world," says Frank Moser, Vice President Model Line 911 and 718.

Enhanced driving pleasure at the touch of a button

All 718 Boxster models will be equipped with E-Shift as standard. At the touch of a button, drivers can activate a virtual seven-speed PDK experience designed to bring the defining characteristics of the PDK driving experience into the world of electric propulsion. The virtual gear shift characteristics vary depending on the selected driving mode. Just like with a PDK system, the driver can choose between automatic gear changes or manual shifts using the paddles behind the steering wheel. Thanks to a targeted increase in torque during the shifting process, performance is identical whether E-Shift mode is activated or deactivated. In E-Shift mode, the virtual shifting experience accompanies the faithful recreation of a six-cylinder boxer engine sound, based on the distinctive sound of the 981-generation Boxster GTS. When E-Shift mode is not active, the paddles take on a different function: instead of virtual gear changes, they can be used to select between three stages of recuperation.

Two-time World Rally Champion Walter Röhrl came away impressed after driving the all-electric 718 Boxster: "It's really sensational what this car can do," he says. "This is where power, braking performance, handling and driving experience all come together perfectly. When you activate the E-Shift function on the steering wheel, the level of driving enjoyment jumps even more. The 718 Boxster gives you more feedback than I've ever experienced with any other all-electric car."

World premiere in the first quarter of 2027

The all-electric 718 Boxster, which will be built at Porsche's main plant in Stuttgart-Zuffenhausen, will premiere in the first quarter of 2027. The development documentary 'The new 718 Boxster: a development story' will be shown daily in four parts starting November 24 on the Porsche YouTube channel. The series sheds light on the various phases of testing, some of which took place under extreme conditions.

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Consumption data

911 Carrera GTS (WLTP)*: Fuel consumption combined: 10.6 – 10.1 l/100 km; CO_2 emissions combined: 242 – 230 g/km; CO_2 class: G

*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).

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