

Porsche's most successful single-seater crosses the finish line for the final time

16/08/2026 The Porsche 99X Electric is the most successful single-seater racing car in the history of Dr. Ing. h.c. F. Porsche AG and is now leaving the racetrack.

On Sunday, the fully electric single-seater from Weissach completed its final race in the ABB FIA Formula E World Championship. At the season finale in London, it crossed the finish line for the last time as a record holder. With six of a possible ten World Championship titles, the 99X Electric is the most successful model of the third Formula E car generation (GEN3).

Its successor is already in the starting blocks: the 600 kW (816 PS) Porsche 975 RSE. With 71 per cent more power and 150 per cent more aerodynamic downforce, it moves into the slipstream of the world's fastest single-seaters.

When Porsche announced its move to Formula E in 2017, it also meant building new expertise. Hybrid

sports prototypes for races lasting at least six hours: that had been Porsche Motorsport's discipline until then. With a fully electric racing car built for sprint races, the development team entered new territory. Success came with the arrival of the current third Formula E car generation. It brought major technical advances, including a lighter battery, brake energy recovery also on the front axle and 100 kW more power. These were the cornerstones of the generation that the 99X Electric would shape.

In the first season of the GEN3 99X, the Porsche Formula E Team fought for the titles until the finale in London (2022/2023). In the end, it was not Porsche factory driver Wehrlein who secured Porsche's first Formula E title. It was Jake Dennis from customer team Andretti.

Wehrlein achieved the feat one year later at the same venue, after a record season for the then TAG Heuer Porsche Formula E Team, with seven wins (2023/2024). While the team celebrated Wehrlein's title in London, testing was already underway with the further-developed GEN3; the GEN3 Evo. The package of the latest 99X version with temporary all-wheel drive was another title winner: Porsche won the Manufacturers' World Championship and the Teams' World Championship for the first time (2024/2025).

At the start of the recently completed season, Porsche also presented the all-electric Cayenne, showcasing technology and expertise transferred from Formula E to a road-going production car. During the official pre-season tests in Valencia, the 99X Electric and Cayenne Electric both appeared in the prototype look of the performance SUV. It was a symbol of the technology transfer between racetrack and road, which plays a key role for Porsche. The biggest similarity between the Cayenne and the 99X: both recover large amounts of energy with up to 600 kW of recuperation power. Another parallel is the direct oil cooling of the electric machines. This concept shaped the 99X Electric from the beginning.

The 99X had already shown the link between track and production earlier. At the start of the 2024/2025 season, the Porsche factory team introduced a new colour scheme: Purplesky and Shadegreen. These are the colours the race car has worn on its bodywork ever since. Porsche used them in 2024 to present the performance flagship of its electric sports cars, the Taycan Turbo GT. The purple and green shades replaced the traditional combination of black, white and red. Purple resonated with the fans and developed from the team colour into the project colour.

In April 2026, Porsche presented the 975 RSE, the successor to the 99X Electric. Purple also appears on its bodywork. The targets remain the same: wins and titles. It is also intended to advance technology for the road.

Thomas Laudenbach, Vice President Porsche Motorsport: "The Porsche 99X Electric is one of the boldest and most advanced cars Porsche has ever built. When the brand announced its entry in 2017, Formula E was still at an early stage. Drivers had to change into a second car halfway through the race because one battery charge was not enough for the full race distance. Since then, the series has made major strides; developments that we have accompanied from a technological perspective in Weissach: better battery technology, more energy recovery, more power and 600 kW fast charging under extreme

conditions. Porsche road sports cars benefited from this as well. With the 99X, we have taken our place as a manufacturer at the top of electric motorsport. I am proud of that. On behalf of Porsche Motorsport, I would like to thank everyone involved in the project, including all partners and sponsors. They have all continued the story of Porsche Motorsport."

Statistics – 99X Electric (2022–2026; GEN3 and GEN3 Evo)

World Championship titles: 6

- Race wins: 23
- Pole positions: 22
- Customer teams: Andretti Formula E and CUPRA KIRO
- Most drivers' titles: Pascal Wehrlein (2)
- Most pole positions: Pascal Wehrlein (10)

Technical data – 99X Electric (2024–2026; GEN3 Evo)

Drive power
- Normal operation: 300 kW (408 PS)
- Attack Mode, qualifying duels: 350 kW (476 PS)

Drivetrain
- Normal operation: rear-wheel drive
- Attack Mode, qualifying duels, race starts: all-wheel drive

Acceleration
- 0–100 km/h: approx. 2.0 s

Energy recovery
- Up to 600 kW recuperation power (brake energy recovery)
- Approx. 50 per cent of the drive energy per race comes from brake energy recovery

Brakes
- Regenerative braking system: up to 250 kW of electric braking power on the front axle, up to 350 kW on the rear axle
- Additional deceleration through friction brakes on the front axle (brake-by-wire system)
- Front brake disc outer diameter: 258 mm

▪ Friction brakes on the rear axle active only in an emergency (in the event of recuperation failure)

Lithium-ion battery
▪ Supplied single-spec component
▪ Usable storage capacity: 38.5 kWh
▪ Weight: 285 kg

CCS charging system (Combined Charging System)
▪ Designed for ultra-fast charging with up to 600 kW charging power

Weight and dimensions
▪ Weight: 862 kg incl. driver
▪ Length: 5016 mm, width: 1700 mm, height: 1023 mm

Key in-house developments

Pulse inverter, electric motor, gearbox, differential, drive shafts and further drivetrain components on the rear axle, as well as cooling, carrier and suspension components on the rear axle, operating software.

Porsche in Formula E

Porsche contested its seventh Formula E season in 2025/2026. Alongside the Porsche factory team, US customer team Andretti Formula E ran the latest-generation GEN3 Evo Porsche 99X Electric. Cupra Kiro took part as a second Porsche customer team, using 99X technology from the previous GEN3 generation. In Formula E, the brand gains valuable insights for its production sports cars.

Consumption data

Cayenne Turbo Electric (WLTP)*: Electrical consumption combined: 22.5 – 20.4 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo GT (WLTP)*: Electrical consumption combined: 21.2 – 20.5 kWh/100 km; CO_2 emissions combined: 0 g/km; CO_2 class: A

Taycan Turbo GT with Weissach package (WLTP)*: Electrical consumption combined: 24.8 – 20.6 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).

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