

COLLECTOR REFERENCE FILE 112 · ELECTRIC HYPERCARS · ONE PLATFORM

## NEVERA · BATTISTA

THE RIMAC PLATFORM · 150 + 150 CARS · THE REGISTER GOES ELECTRIC

## PURPOSE &amp; THE PAIR

## WHAT THIS FILE IS

A joint COLLECTOR REFERENCE FILE, no classical PPI, and the register's FIRST electric file: the dossier's Fazit is the method, because with these cars the valuation moves away from engine and gearbox and onto battery state, software level and high-voltage systems. The NEVERA: 150 cars from Rimac Automobili in Croatia, revealed 2021 with first customer delivery in August 2022, 1,914 PS (1,888 bhp) from four electric motors and a 120 kWh battery. The BATTISTA: 150 cars from Automobili Pininfarina on the Rimac drivetrain, around 1,900 PS, with its own body, own chassis setup and a character tuned toward comfort and grand touring. Fields: BATTISTA\_OR\_NEVERA, BUILD\_NUMBER, BATTERY\_SOH, BATTERY\_CYCLE\_COUNT, FAST\_CHARGE\_HISTORY, SOFTWARE\_VERSION, OTA\_UPDATE\_HISTORY, PROVENANCE\_SCORE.

## ONE PLATFORM, TWO CHARACTERS

Shared, per the dossier: the high-voltage battery system, the electric motors, inverters, power electronics, software architecture, battery management and charging hardware. Different: body, aerodynamics, chassis tuning, interior, design, software calibration. The record layer belongs to the platform: 412 km/h on 15 November 2022, then the fastest production car measurement of the electric era, and 0-100 km/h in 1.82 seconds per records. Register pointer: the NEVERA R of 2024 (2,107 PS, 430 km/h per records) gets its own treatment when its dossier comes.

## THE BATTERY IS THE FILE

## STATE OF HEALTH ABOVE EVERYTHING

The 120 kWh liquid-cooled battery is the most important technical value carrier of both cars, per the dossier, and the register's battery-first rule finds its purest case here: STATE OF HEALTH is CRITICAL in the collector matrix, documented from manufacturer diagnosis: charge cycles, fast-charge history, thermal management, cell balancing, fault memory. The four electric motors with torque vectoring and single-wheel control carry NO publicly documented systemic series problems and stand LOW: the quietest machinery this register has ever filed. Power electronics: inverters, HV cabling, cooling, software version, fault memory, with software levels essential for both performance and reliability. Both cars carry carbon monocoques, and structural repairs run exclusively to manufacturer specification: underbody, crash structure, repair history documented.

## THE RECORD, OWNERSHIP &amp; MARKET

YOUNG FLEETS, HONEST  
RECORDS

NO publicly known model-wide recall actions suggest fundamental flaws of the electric drive or the battery platform, and per formulation discipline that is a statement about records, not a guarantee: as with all young small series, software and technical updates run predominantly directly through the manufacturer, and the works systems are the database. Ownership differs deliberately from classic hypercars: software care, battery diagnosis, high-voltage service, factory support, remote diagnosis, over-the-air updates depending on model, and the DIGITAL history of the car weighs nearly as much as the mechanical one.

SERVICE, COSTS, MARKET &  
PROVENANCE

Service: Rimac through a small international partner network and directly; Pininfarina through authorised partners in close cooperation with Rimac for the high-voltage side; complex work exclusively by certified HV specialists. Parts: battery, inverters, motors and carbon structure exclusively through the manufacturers. Costs: the classic chapters disappear (no oil, no clutch, no exhaust), replaced by HV diagnostics, software care, battery monitoring, carbon repairs and special components, with long-term data on battery ageing and replacement cost still limited by the fleets' youth. A market observation is stored as documented statement, not judgement: per the maker's own May 2024 statement, more than 50 Neveras had been delivered, with the pace slower than anticipated: collector-relevant context for a 150-car run. Provenance: build sheet, software history, battery health reports, works service, charge history where available, owner and event history. SoH, factory service and software history CRITICAL; HV system, carbon and provenance HIGH; the motors LOW. No bands: the diagnosis protocols decide.

## 150+150

Cars on one Rimac platform: two characters, one high-voltage truth beneath

## 412

km/h in November 2022: the record layer belongs to the platform, per records

## 120

kWh, liquid-cooled: the value carrier of both cars, read by State of Health, not by odometer

Sources: manufacturer data and model records (Nevera: 150 cars, first delivery Aug 2022, 1,914 PS = 1,888 bhp, four motors, 120 kWh, 412 km/h on 15 Nov 2022, 0-100 in 1.82 s; Nevera R 2024 per records, 2,107 PS, 430 km/h, own treatment to follow; Battista: 150 cars, Rimac drivetrain, ca. 1,900 PS, 120 kWh, GT character per dossier); no publicly known model-wide recalls on drive or battery platform, updates works-direct, per dossier and record checks; delivery-pace statement per the maker, May 2024 (more than 50 Neveras delivered, slower than anticipated); ownership and service doctrine per dossier. COLLECTOR REFERENCE FILE: no PPI, no checklist, no bands: SoH, software and works history decide.