

MODEL FILE 105 · PAGANI · HYPERCAR · HALO PROTOCOL

HUAYRA BC

AMG M158 V12 · 764 PS · CARBO-TITANIUM · CA. 30 CARS · 2016-2019

THE CAR IN BRIEF

THE MODEL

Revealed at the 2016 Geneva show and named for BENNY CAIOLA, Horacio Pagani's close friend and the marque's first customer. The count is stored honestly, per the dossier: 20 coupes were planned, and the number ultimately grew to around 30 cars per model records, an increase that drew discussion among collectors. The register carries CA. 30 and the discussion with it: at this scale, the build number and its documentation are part of every car's identity. Dry weight 1,218 kg. Classification, per the dossier: LOW MECHANICAL RISK, VERY HIGH FACTORY DEPENDENCY, COLLECTOR GRADE.

NOT A FACELIFT

Pagani's own framing, adopted: the BC is a comprehensive technical evolution of the Huayra, not a trim level. Reworked: the carbo-titanium monocoque, a titanium exhaust, new aerodynamics, new suspension and dampers, a new differential, new software, new ESP, and a higher carbon share throughout. The file reads the BC as its own car standing on the Huayra's bones, and the base Huayra remains its own future file.

POWERTRAIN

THE M158

The Mercedes-AMG 6.0 biturbo V12: 764 PS (754 bhp) at 5,900 rpm and 1,000 Nm from 2,500 to 5,600. A register correction is stored here: figures of 789 PS and 1,100 Nm circulate and belong to the later BC Roadster family, not to the coupe. The AMG V12 counts as exceptionally robust, with NO documented systemic engine damage. PPI: turbochargers, oil loss, cooling circuit, engine mounts, diagnosis, compression. LOW in the matrix, and seventh of eight in the priorities: the calm part of the car.

THE XTRAC, READ AS
DESIGNED

The 7-speed Xtrac automated manual with single clutch: a DELIBERATE choice for weight against a dual-clutch, and the register frames the behaviour exactly as the dossier does: the partly harsh shift action is BY DESIGN, not a defect. Checked: clutch wear, shift actuators, calibration, software level. MEDIUM, as a wear-and-calibration item with XTRAC_STATUS as its field.

STRUCTURE, AERO & BRAKES

CARBO-TITANIUM, FOUR FLAPS, CERAMICS

The carbo-titanium structure is Pagani's signature and gets the register's composite discipline: delamination, underbody, crash structure, repairs, originality. HIGH, with every repair documented at works level or the file stays open. The ACTIVE AERO with its four flaps is the BC's own chapter: servo motors, sensors, software, synchronisation, and the function test belongs in EVERY PPI, per the dossier. HIGH. Brembo carbon-ceramics: discs, pads, temperature history, stone chips. MEDIUM, a cost position measured and priced.

FACTORY ACTIONS & OWNERSHIP

CB#216-2018, VERIFIED

The one clearly documented recall, and it is not the engine: Pagani action CB#216-2018, filed in the US as NHTSA 18V175 in April 2018, covering 16 US cars of the 2017 Huayra BC and Roadster population. A software fault in the 12-volt lithium battery management could leave the engine unable to start or let it stall at idle; the remedy replaced the battery with a unit carrying updated management software. CB216_COMPLETED is a mandatory field, verified in the works record, never assumed: the register's battery-first rule, written by the factory itself.

SERVICE, PARTS, COSTS & PRIORITIES

The service world differs deliberately from Ferrari or Lamborghini: a small, exclusive network, larger work through authorised Pagani dealers in close coordination with San Cesario sul Panaro, and partly at the works itself. FACTORY_DEPENDENCY = VERY HIGH: software, active aero, Xtrac and carbon structure demand Pagani-specific knowledge, and free workshops play no role. Parts: engine through AMG, gearbox through Xtrac, carbon, aero and electronics exclusively through Pagani. Costs: hypercar level, regular factory checks, expensive carbon and aero components, and no price lists: none are invented. Priorities: factory service, CB#216 closed, active aero, Xtrac, carbon structure, brakes, engine, documentation. Provenance: original specification, build sheet, works service, carbon configuration, delivery state, event and owner history. Halo protocol: no bands.

~30

Cars: 20 planned, grown in production, and the register stores the collector discussion with the count

764

PS (754 bhp) and 1,000 Nm: the corrected coupe figures, the Roadster's numbers are its own file

16

US cars in CB#216-2018 (NHTSA 18V175): the one documented recall, battery software, closed or open

Sources: Pagani factory data and model records (reveal Geneva 2016, Benny Caiola naming, 20 planned and ca. 30 built per records; M158 764 PS = 754 bhp at 5,900, 1,000 Nm at 2,500-5,600, dry 1,218 kg; Xtrac 7-speed single-clutch chosen for weight; carbo-titanium monocoque, titanium exhaust, four-flap active aero, Brembo ceramics); recall CB#216-2018 per NHTSA 18V175 (April 2018, 16 US cars, 12V lithium battery management software, stall or no-start, battery replaced with updated software); shift character by design per specialist review; service and dependency doctrine per Pagani network structure. No bands per halo protocol: single files decide.