MODEL FILE 106 · PAGANI · HYPERCAR · HALO PROTOCOL

HUAYRA

AMG M158 V12 · 730 PS · ACTIVE AERO · 100 COUPES · 2012-2018

THE CAR IN BRIEF

THE MODEL

One hundred coupes, 2012-2018: the successor of the Zonda and the foundation of everything Pagani built since. After the coupe came the family, each its own file in the register plan: BC (File 105), Roadster, Roadster BC, Imola, Codalunga, the track-only R, and the Utopia as the new line. Fields: BUILD_NUMBER (of 100), ORIGINAL_SPECIFICATION, BUILD_SHEET. Classification, per the dossier: LOW MECHANICAL RISK, HIGH FACTORY DEPENDENCY, COLLECTOR GRADE.

THE GRAND TOURING HYPERCAR

Against the uncompromising BC, the Huayra was developed as a GRAND TOURING hypercar with real everyday usability, and its architecture carries the marque's signatures: the patented carbo-titanium monocoque, active aerodynamics with four independent flaps, electronically controlled chassis with active dampers, titanium exhaust, and the AMG biturbo V12. The file reads the coupe as the calm centre of the Huayra world: the same engineering, tuned for the road.

POWERTRAIN

THE M158

The Mercedes-AMG 6.0 biturbo V12: 730 PS (720 bhp) and 1,000 Nm at launch, later up to 764 PS depending on evolution stage. The M158 counts among the MOST RELIABLE modern hypercar engines, with no documented systemic weakness to this day. PPI: turbochargers, oil loss, cooling circuit, engine mounts, boost pressure, diagnosis. LOW in the matrix, seventh of eight in the priorities: the calm part of the car.

THE XTRAC, CHOSEN FOR LIGHTNESS

The 7-speed automated manual: Pagani decided deliberately AGAINST a dual-clutch, for around 70 kg of weight saving, a more compact package and lower rotating masses. The register frames the behaviour exactly as the dossier does: the partly hard shift action is BY DESIGN, not a defect. Checked: clutch wear (style-dependent), shift actuators, calibration, software. MEDIUM, with XTRAC_STATUS as its field and the clutch readout as the number that decides.

ACTIVE AERO & STRUCTURE

FOUR FLAPS, ONE SIGNATURE

The Huayra's defining feature: four INDEPENDENTLY controlled flaps, front left and right, rear left and right, shaping downforce, braking stability and cornering behaviour. Checked: servo motors, sensors, calibration, diagnosis, sealing, and the full function test belongs in every inspection. HIGH in the matrix. The carbo-titanium structure gets the register's composite discipline: delamination, underbody, stone chips, repairs, suspension pickups: accident repairs exclusively documented and professional, or the file stays open. HIGH. Brembo carbon-ceramics: discs, pads, temperature history, surfaces. MEDIUM, a cost position measured and priced.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, TWO ACTIONS

The register carries TWO documented US actions for the coupe world. First, the airbag action 16V588 of August 2016: on 32 US cars built April 2014 to July 2016, the driver airbag could fail to stay adequately secured to the steering wheel during deployment; the remedy replaced the assembly fasteners. Second, the battery action CB#216-2018 (US filing 18V175, April 2018): a battery-management software fault in the 12-volt lithium battery could cause no-start or stalling at idle; the remedy fitted a battery with updated software. The US filing named the 2017 BC and Roadster population; for any individual coupe, applicability is answered by VIN and works record, never assumed. CB216_COMPLETED is a mandatory field, and battery AGEING remains a standing watch item beyond the action itself.

SERVICE, PARTS, COSTS & PRIORITIES

The service world is deliberately exclusive: authorised Pagani dealers, close coordination with San Cesario sul Panaro, complex topics at the works itself, with software updates and the car's history playing the central role. FACTORY_DEPENDENCY = VERY HIGH: the Huayra is markedly more works-bound than a Ferrari or Lamborghini, especially in aero, software, Xtrac, carbo-titanium and chassis calibration. Parts: engine through AMG with a very good base, gearbox through Xtrac as a special component, body and aero through Pagani, interior largely bespoke. Costs: ceramics, aero components, Xtrac, carbo-titanium repairs, works service: the engine is explicitly NOT a typical cost driver, and no price lists exist or are invented. Priorities: Pagani service history, CB#216 closed, active aero, Xtrac, carbo-titanium, ceramics, engine, documentation. Provenance: original specification, works build sheet, full service history, original carbon configuration, owner and event history. Halo protocol: no bands.

100

Coupes, 2012-2018: the Zonda's successor and the foundation of the whole Huayra family

4

Independent aero flaps: the signature system, function-tested in every inspection

2

Documented US actions: 16V588 airbag fasteners and the CB#216 battery action, answered by record

Sources: Pagani factory data and model records (100 coupes 2012-2018; M158 730 PS = 720 bhp, 1,000 Nm, later stages to 764 PS; Xtrac 7-speed AMT chosen for ca. 70 kg saving; carbo-titanium monocoque, four-flap active aero, active dampers, titanium exhaust, Brembo ceramics; successor family per register plan); US actions per NHTSA records: 16V588 (Aug 2016, 32 cars built Apr 2014 to Jul 2016, driver airbag fasteners replaced) and CB#216-2018 = 18V175 (Apr 2018, battery management software, battery replaced with update; US filing on the 2017 BC/Roadster population, coupe applicability by VIN); shift character by design per specialist review. No bands per halo protocol: single files decide.