

MODEL FILE 108 · PAGANI · OPEN HYPERCAR · HALO PROTOCOL

HUAYRA ROADSTER

AMG M158 V12 · 764 PS · LIGHTER THAN THE COUPE · 100 CARS · 2017-2019

THE CAR IN BRIEF

THE MODEL

One hundred cars, 2017-2019, all spoken for by the Geneva reveal of March 2017, at around 2.28 million euros plus taxes. The dossier's central fact carries the file: the Roadster was developed as an OPEN CAR FROM THE START, not as a cabriolet conversion, and it is LIGHTER than the original coupe: 1,280 kg dry, around 80 kg less. Fields: BUILD_NUMBER (of 100), ORIGINAL_SPECIFICATION, BUILD_SHEET. Classification, per the dossier: LOW MECHANICAL RISK, VERY HIGH FACTORY DEPENDENCY, OPEN HYPERCAR COLLECTOR GRADE.

AN OWN DEVELOPMENT

Far more new content than the name suggests, per the dossier: the Carbo-Titanium and Carbo-Triax HP52 structure is torsionally STIFFER than the coupe despite the open construction and the lower weight, with new front and rear axles, reworked suspension, a new chassis, titanium exhaust, new aerodynamics and the completely new roof system. The register reads the Roadster as its own engineering chapter inside the Huayra world.

POWERTRAIN

THE M158

The Mercedes-AMG 6.0 biturbo V12 in the Roadster state: 764 PS (754 bhp) at 6,200 rpm and 1,000 Nm from 2,400. The engine remains the register's calm constant: NO documented constructive series problems. PPI: turbochargers, oil loss, coolant circuit, engine mounts, diagnosis, boost pressure. LOW in the matrix, and the engine is explicitly not a typical cost driver.

THE XTRAC

The 7-speed automated manual, kept deliberately: per launch data the package weighs around 40 percent less than a comparable dual-clutch. The mechanically present shift action is BY DESIGN, per the register's standing doctrine. Checked: clutch wear (style-dependent), shift actuators, calibration, software level. MEDIUM, with the clutch readout as the deciding number.

THE ROOF, AERO & STRUCTURE

THE ROOF SYSTEM, THE MODEL'S OWN CHAPTER

The model-typical inspection focus, per the dossier: a removable carbon HARDTOP plus a fabric emergency top. Checked: locking mechanics, seals, fit accuracy, and the carbon hardtop itself for damage. Ageing roof seals are the documented fleet item, and ROOF_SYSTEM_STATUS plus the ORIGINAL ROOF CONFIGURATION are register fields: hardtop and soft top belong to the car, and their state and completeness are priced. HIGH in the matrix.

AERO, CARBON, CERAMICS

The four active aero elements are fully diagnosed in every inspection: servo motors, sensors, calibration, software, synchronisation. HIGH. The evolved carbo-titanium structure gets the composite discipline: delamination, underbody, crash structure, repair history, suspension pickups, with accident repairs documented and ideally executed by the works or authorised specialists. HIGH. Brembo carbon-ceramics: discs, pads, surfaces, heat marks. MEDIUM, measured and priced.

FACTORY ACTIONS & OWNERSHIP

CB#216, BY NAME

The defining documented action, and here the Roadster stands BY NAME in the US filing: recall CB#216-2018 (NHTSA 18V175, April 2018) covered 16 US cars of the 2017 Huayra BC and ROADSTER population. 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 management software. CB216_COMPLETED is a mandatory field, verified in the works record, and battery AGEING remains a standing watch item beyond the action.

SERVICE, PARTS, COSTS & PRIORITIES

The service world stays deliberately exclusive: authorised Pagani partners, close coordination with the works, complex repairs directly in San Cesario sul Panaro, with software and service history central. FACTORY_DEPENDENCY = VERY HIGH: active aero, roof system, Xtrac, carbo-titanium and chassis calibration are Pagani knowledge. Parts: engine through AMG, gearbox through Xtrac, body, roof system and carbon exclusively through Pagani. Costs: ceramics, roof and body components, active aero, Xtrac, works service. Priorities, per the dossier: Pagani service history, CB#216 closed, roof system, active aero, Xtrac, carbo-titanium, brakes, documentation. Provenance: original roof configuration, build sheet, full service history, original carbon specification, owner history, documented works updates. Halo protocol: no bands.

100

Cars, all spoken for by the Geneva 2017 reveal: born open, never cut open

80

Kilograms lighter than the original coupe: 1,280 kg dry from the HP52 structure

16

US cars in CB#216-2018 (NHTSA 18V175): the Roadster stands by name in the filing

Sources: Pagani factory data and model records (100 cars, Geneva 2017, all sold, ca. 2.28M euro plus taxes; M158 764 PS = 754 bhp at 6,200, 1,000 Nm at 2,400; dry 1,280 kg, ca. 80 kg lighter than the coupe; Carbo-Titanium/Carbo-Triax HP52, torsionally stiffer than the coupe; Xtrac package ca. 40 percent lighter than a comparable DCT; removable carbon hardtop plus fabric emergency top); recall CB#216-2018 per NHTSA 18V175 (Apr 2018, 16 US cars, 2017 BC and Roadster population, battery replaced with updated software); roof-seal ageing per dossier fleet record; shift character by design per register doctrine. No bands per halo protocol: single files decide.