# **88th Geneva International Motor Show: Rimac unveils the C\_Two**

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**Rimac Automobili would like to introduce you the next generation of performance, the evolution of the hypercar.**

The Rimac C\_Two is a pure electric GT hypercar as capable on track as it is crossing continents. A car as bespoke as it is user-friendly. Configurable, personal and extremely powerful, representing what is possible when true innovation and passion is allowed free rein. Building on the knowledge gleaned from the brilliantly powerful Rimac Concept\_One, the all-new C\_Two combines the very best materials and bespoke technology to produce something both revolutionary and eminently useable, with performance and character that elevates the genre. There is – quite literally – no other car like it.

*Top Speed: 412 km/h / 258 mph Acceleration 0-60 mph: 1.85\* seconds Power: 1,914hp / 1,408 kW Motor Torque: 2,300 Nm Range: 550 km (WLTP Cycle) Units: 150*

**Astounding performance, unprecedented functionality**

* 1,914 hp creating incredible acceleration of 0-60 mph in 1,85\* sec and 0-300 km/h in 11,8\* sec
* An innovative battery pack in technology and layout delivers 120 kWh energy and 1.4MW of power with exceptional thermal management allowing for two full laps of the infamous Nürburgring at full power – with a negligible drop in performance.
* As a true Grand Tourer the C\_Two provides a generous 550 km (WLTP Cycle) range, a spacious cockpit with the highest quality materials, and even a configurable and genuinely practical trunk – enough to make long-distance electric touring comfortable.
* Next-generation R-AWTV (Rimac All-Wheel Torque Vectoring) controls four electric motors, one per each wheel and enables both the safety features such as advanced ABS and ESP as well as a uniquely adaptable all-wheel drive – everything from ultimate grip to rear-wheel drive dynamism, depending on the driver’s preference

**Design and technology perfectly blended**
* Recognizable Rimac design DNA integrating a variety of aerodynamic features

**On-board AI – one of the smartest and most connected cars in the world**
* Eight on-board cameras, a lidar sensor, six radar emitters and twelve ultrasonic sensors
* Level 4 autonomous ready hardware is not about replacing the driver but enhancing his experience
* ‘Driving Coach’ overlays selected racetracks provide real-time information on racing lines and braking points
* Performance ADAS (Advanced Driver Assistance Systems) and response-monitoring software that changes the car’s character depending on the driver’s mood or the prevailing weather conditions

## THE RIMAC C\_TWO

Designed by Rimac’s in-house team and made entirely from scratch with all-new, groundbreaking technologies – the C\_Two features a full carbonfibre monocoque with bonded carbon roof, integrated battery pack and merged rear carbon subframe. Crash structures are formed from aluminium, and the body itself is pure carbonfibre, with the result that it is both relatively light and exceptionally strong. Double wishbone suspension with electronically-controlled dampers and active height adjustment provide a smooth and comfortable ride, with four electric motors powering each individual wheel giving both four-wheel drive and unprecedented levels of dynamic control. And while a pair of independent single-speed gearboxes apply drive to the front wheels, a pair of independent two-speed, gearboxes – one for each rear wheel – allow the C\_Two to make use of its prodigious torque to produce both mind-blowing acceleration and true hypercar top speed.

Carefully integrated into the graceful, agile form are a variety of active elements, from flaps in the hood that alter the C\_Two’s aerodynamic profile, to a rear wing that adopts different positions according to dynamic loads and operates as a full air-brake to stabilise the car under heavy braking. A flat floor and active rear venturi also ensure that the C\_Two is both aerodynamically efficient and stable at speed – again necessary with a car capable of such outrageous numbers. Even the lightweight forged wheels have an aerodynamic function, ensuring that the braking system is fed with cooling air while allowing smooth airflow down the flanks of the car at speed. Various cooling channels are also animate, to ensure the best possible efficiency and performance at all times.

Rimac’s own suite of electronic control systems means that full torque-vectoring is available (and necessary!)  to harness 1,914 hp (1,408 kW) of power and 2,300 Nm of torque – two and a half times the torque output of a contemporary hypercar. R-AWTV (Rimac All-Wheel Torque Vectoring) replaces traditional Electronic Stability Program and Traction Control systems and enables infinitely variable dynamic responses, from full grip to extended drifting capability, to satisfy even the most demanding of drivers. With such power comes responsibility: The C\_Two is equipped with the latest braking technology. In addition to a maximum regenerative braking of 150 kW, huge 390mm Brembo CCMR carbon ceramic brake discs and six-piston calipers feature on both the front and rear axles, allowing for fade-free­­­, powerful deceleration.

*With a top speed of 258 mph (412 km/h), a zero to 60mph time of 1.85\* seconds and a zero to 100 mph (161 km/h) time of 4.3\*, the C\_Two makes devastating use of the instant-torque available to an electric vehicle and the traction made possible by the unique drivetrain and bespoke Pirelli tyres. More than that, the C\_Two maintains its eye-widening acceleration throughout a full-throttle cycle, achieving 186 mph (300 km/h) from rest in just 11.8\* seconds. Such shattering ability equates to a quarter-mile time of just 9.1\* seconds – a figure usually only associated with specialist racing machinery.*

Yet the C\_Two is a comfortable, bespoke GT car that has a 550 km range (WLTP), can be charged to 80-percent capacity in less than 30 minutes, and has been designed to be used hard, repeatedly and reliably. This is no fragile thoroughbred; new and innovative, liquid-cooled thermal management systems mean that this is a car capable of two full laps of the infamous Nürburgring at full power – with a negligible drop in performance.

It remains a vital aspect of a true hypercar that, no matter how extreme the performance, it must always engage and excite the driver. The C\_Two features a triplet of high-definition TFT screens (cluster, central screen and co-driver’s display), which present as much, or as little, information as required.

Gorgeously tactile billet aluminium rotary controls and switches – including three displays with rotating control – provide a resolutely analogue feel tailored to make use of cutting-edge digital technology. From the cockpit, the driver can monitor every aspect of the car’s performance with real-time telemetry – downloadable to a laptop or smartphone for later review.

As part of the suite of electronics that comes with advanced autonomous capability, the Driving Coach configuration in the C\_Two is capable of overlaying selected race tracks in real-time, offering clear and precise audio, visual and direct guidance on racing lines, braking/acceleration points and steering inputs. A near-gaming experience, with real-world excitement. AI capabilities are enabled by the state-of-art NVIDIA hardware.

However, the C\_Two is, at its heart, always a driver’s car, capable of engaging and exciting anyone, from novice to experienced racer. It is amazingly user-friendly, incredibly effective and filled with unique character. Even the ownership experience is unlike any other, since the ownership of a C\_Two is more than just the buying of an object. It is the start of an intimate relationship with a brand. Once a customer has purchased a Rimac, they are invited into the family. A set of customization options is available, designed and developed in-house to make any C\_Two as completely individual as the owner, and with the production process on-site at Rimac’s facility, anything is possible.

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