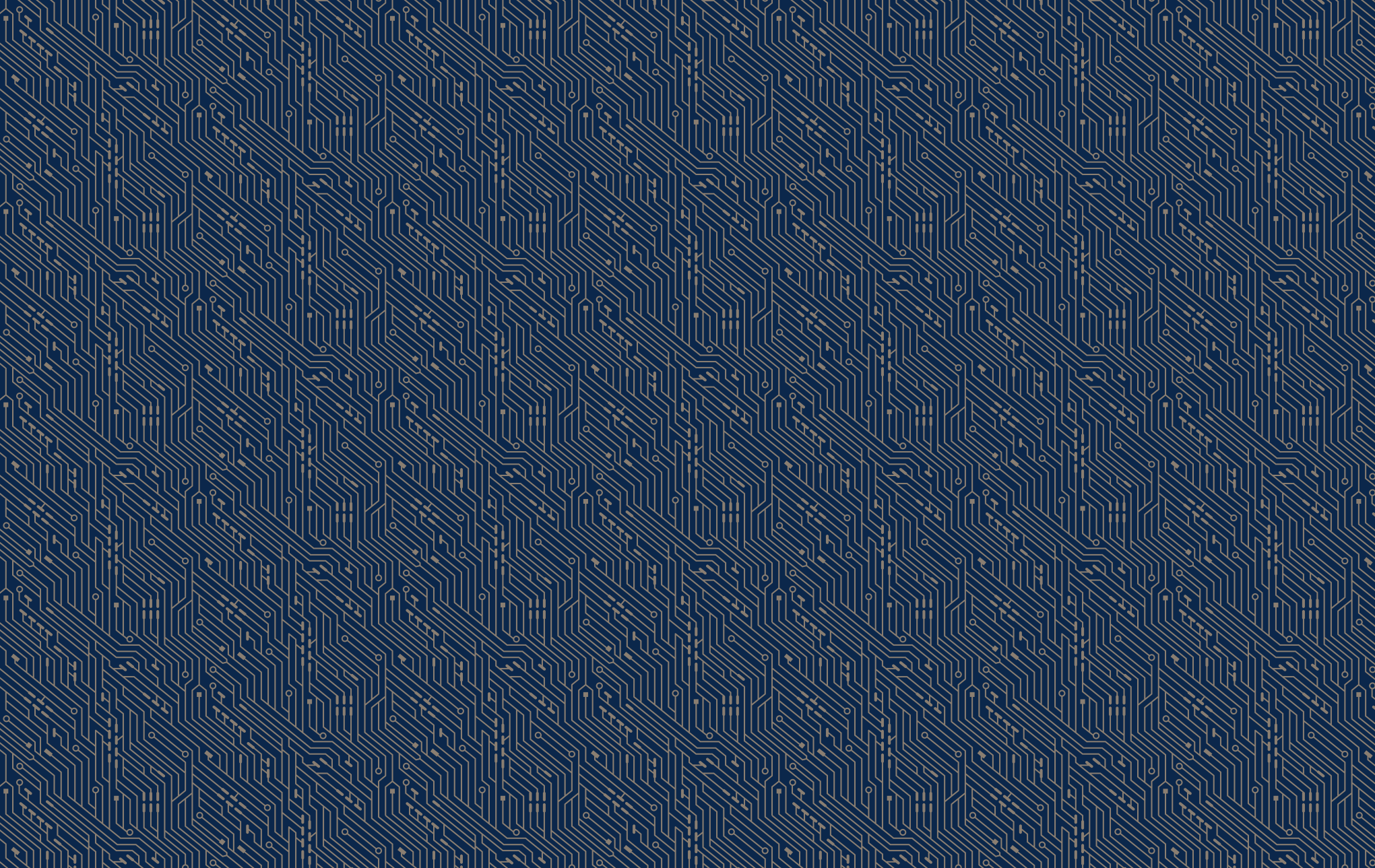




CTWO



RIMAC
AUTOMOBILI

Rimac Automobili introduces you to the next generation of performance and the evolution of the hypercar.

A CAR ALIVE WITH TECHNOLOGY

Created by Rimac Automobili's exclusively in-house team of designers, engineers and craftsmen, the Rimac C_Two is a pure electric hypercar that represents what is possible when true innovation and passion are allowed free rein. Building on the knowledge gleaned from the groundbreaking 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.

Although the C_Two shares the Concept_One's ideology, it is entirely new: four years of intense development have produced a car that sharpens even the cutting edge.



PERFORMANCE



ACCELERATION

1.85^{*} *sec*

0-60 mph *one foot rollout

11.8^{*} *sec*

0-300 km/h



V-MAX

412 km/h

electronically limited

PERFORMANCE



POWER

1914 hp

1408 kW



TORQUE

2300 Nm

from 0 to 6500rpm



RANGE

650^{*} km

on a single charge *NEDC

A FUTURE-PROOFED HYPERCAR



C_Two

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

More than that, the C_Two is a comfortable, bespoke Grand Tourer with a 650km** range, 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.

Throw away your preconceptions of the possible: the future cannot be judged by the standards of the past.

*one foot rollout
**NEDC

VEHICLE ARCHITECTURE

Learning lessons from Rimac's stunning Concept_One - though made entirely from scratch with all-new, ground breaking technologies - the C_Two features a full

carbon fibre monocoque with bonded carbon roof, integrated structural battery pack and rear carbon subframe. Crash structures are formed from carbon fibre and aluminium, and

the body itself is pure carbon fibre - with the result that it is both light and exceptionally strong.



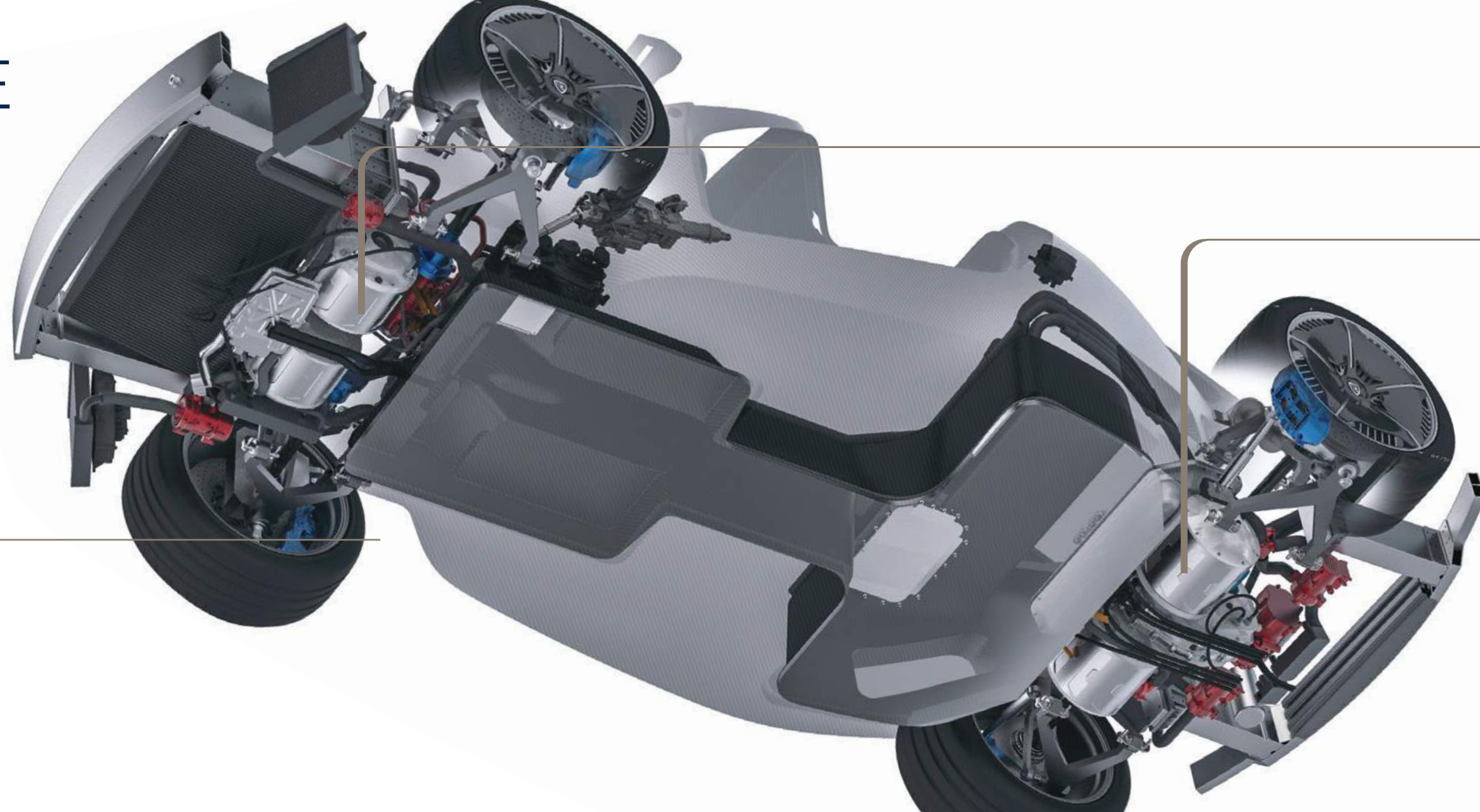
VEHICLE ARCHITECTURE

Rimac's unique powertrain is divided into four distinct subsystems, each essentially an independent separate entity consisting of an inverter, motor and gearbox for each wheel of the car. On each axle, two Permanent Magnet motors are combined in a common housing and yet completely independent - designed with torque vectoring in mind - which allows for a new level of performance, control and adjustability. This engineering masterpiece supplies precise metering and monitoring, thousands of times per second, in either direction, delivering a unique and unforgettable driving experience.

Each independent

4 motor powertrain

Electric motors offer numerous advantages compared to combustion engines. The C_Two was designed from the ground up to utilise those advantages.



2 Front Motors

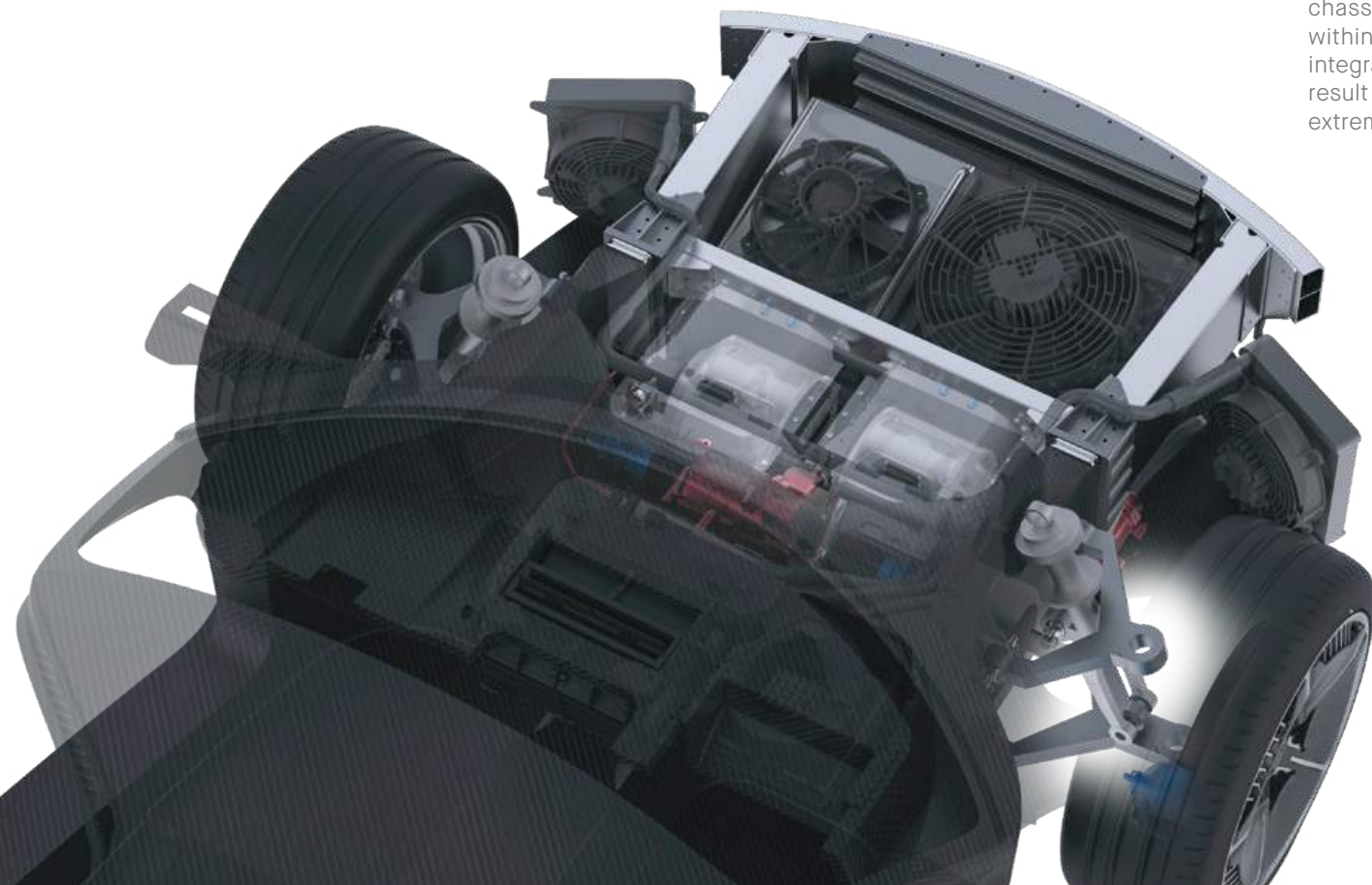
2 Rear Motors

POWERTRAIN & BATTERIES

Unlike a traditional combustion-engined vehicle, the C_Two's powertrain is distributed throughout the car, with a pair of motors

between the wheels on each axle, and the battery pack toward the roll centre. With such a radically different architecture, a completely

new vehicle platform had to be developed in order to maximise the advantages. In order to pare back weight and make it possible to package such a powerful powertrain into the chassis, every system was parallel developed within the same team to enable a high degree of integration between individual components. The result is near-perfect weight-distribution and an extremely low centre of gravity.



BATTERY-PACK

Encased in several layers of safety and protection systems, the pack is configured to offer the best possible weight distribution to optimise the car's dynamics, as well as being capable of producing huge amounts of power output at peak, and absorb large amounts of regenerative energy during deceleration.



Safety

Several layers of passive safety and protection systems



Weight reduction

Carbon housing



Chemistry

LiMnNiO₂

Lithium manganese nickel



Voltage

720V nominal



Capacity

120kWh



Cooling

7 cooling systems
48V pumps and fans



POWER DELIVERY

With its Lithium/Manganese/Nickel chemistry, 6,960 cells and cylindrical 21700 form-factor, the C_Two's liquid-cooled battery pack holds 120kWh and produces an astonishing 1.4MW of power. The result is a highly advanced high-performance battery pack that is designed for demanding track-use, high power delivery and safety.

MOTORS & TRANSMISSION



TOTAL POWER OUTPUT

1914hp

EFFICIENCY

97%

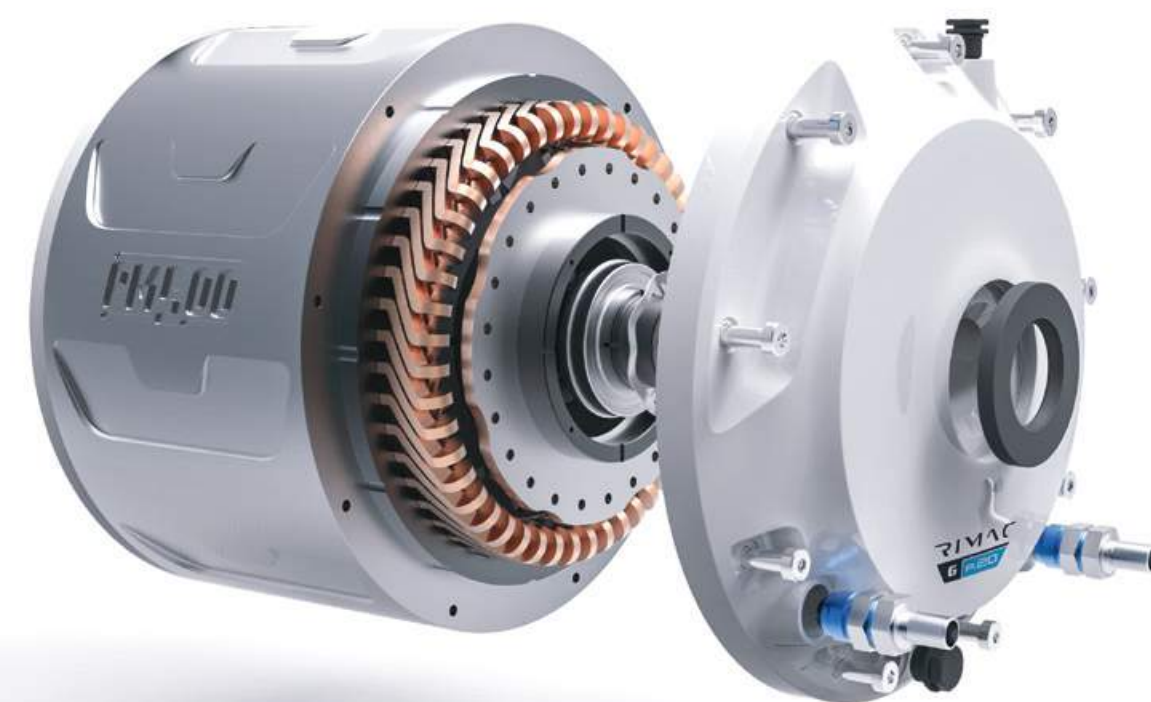
TORQUE

2300Nm

Four electric motors power each individual wheel, giving both four-wheel drive and unprecedented levels of dynamic control. Unlike a traditional combustion engine, the bespoke dual permanent magnet, oil-cooled electric motors in a Rimac offer instant response, more than 97-percent efficiency,

a near-limitless and maintenance-free operating life and maximum torque from zero rpm. In fact, the motors in the C_Two are the highest power density of any in the automotive sphere, capable of delivering a combined 1.408 kW peak.

While a pair of single-speed gearboxes apply drive to the front wheels, a pair of 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 a true hypercar top speed.



ALL WHEEL TORQUE VECTORING

Rimac's own suite of electronic control systems means that full torque-vectoring is available - and absolutely necessary - to harness 1,914hp* (1,408kW) of power and 2,300Nm of torque - two and a half times the torque output of contemporary hypercars. The R-AWTV (Rimac All-Wheel Torque Vectoring) replaces traditional ESP and TCS systems (Electronic Stability Programme and Traction Control System) 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. Huge 390mm Brembo CCMR carbon ceramic brake discs and six-piston callipers feature on both the front and rear axles, allowing for fade-free, powerful deceleration, as well as startlingly efficient recuperation of battery power.

This completely configurable drivetrain allows for minute calibration of intent and behaviour, from a rear-biased, driftable sportscar to a vehicle that meters traction perfectly on slippery surfaces, engaging each wheel with instant torque-vectoring. And all at the press of a button or the turn of a knob - making the C_Two a hypercar with completely couture dynamics.

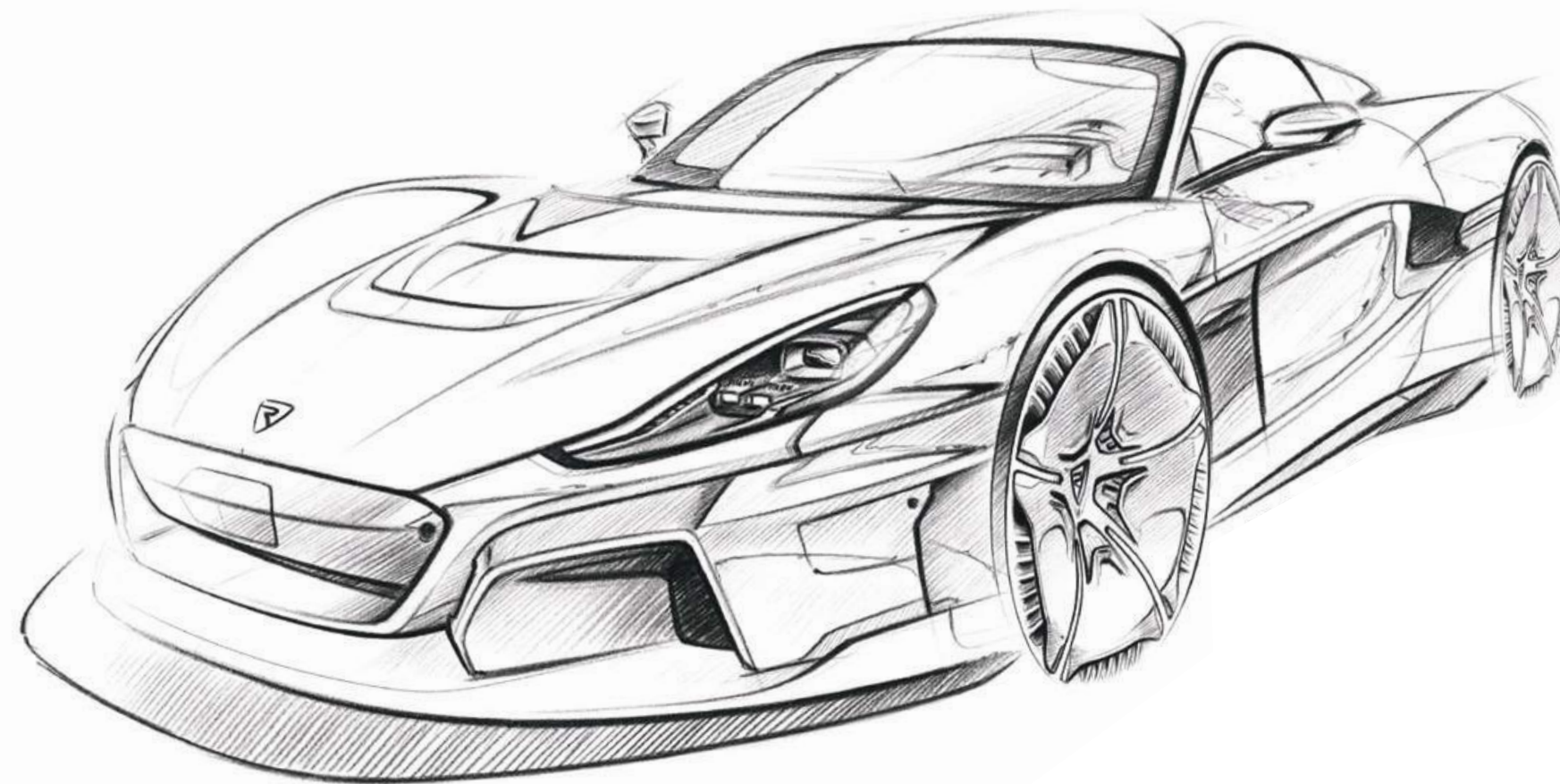
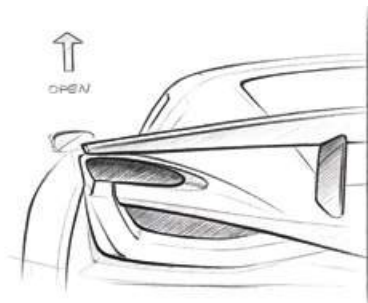
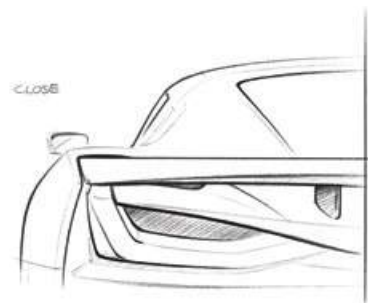
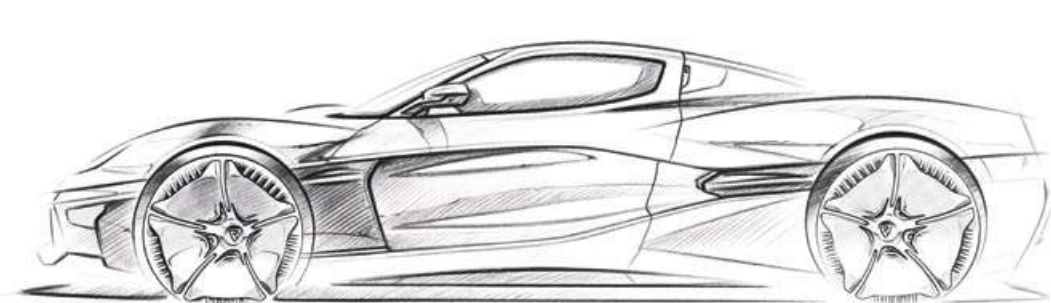
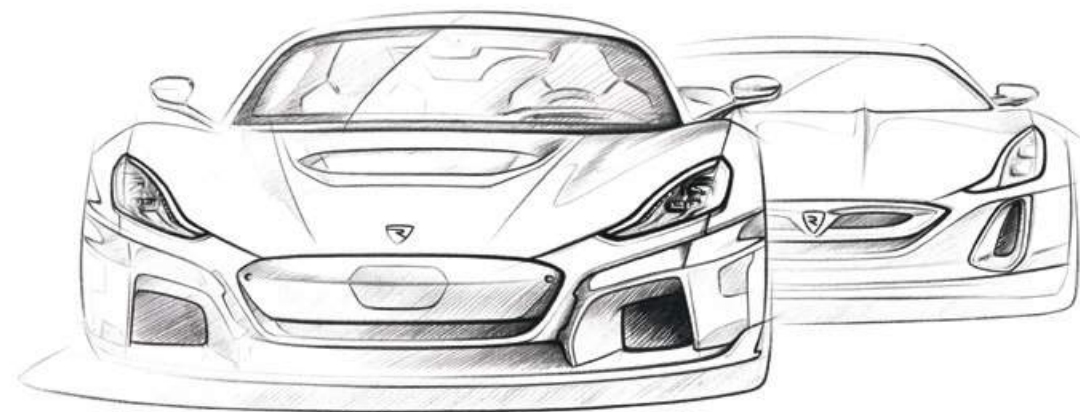


ON
OFF

RIMAC DESIGN DNA

Timeless, elegant styling, with form representing and respecting function, the C_Two nonetheless represents both the drama and beauty of a hypercar combined seamlessly with the cutting edge - shaped by the air itself, forged with technology.

Instantly recognisable as a Rimac, the C_Two incorporates the company's signature 'tie' design on the flanks of the car, evolved and finessed to suit the dramatic proportions of the world's most exciting hypercar. As well as being functional, acting as an air-intake for rear cooling systems, the tie signature celebrates the cultural influences of Rimac's country of birth: the tie - originally the cravat - was first worn by Croatian soldiers during the Thirty Years War and later adopted by Parisians, becoming globally fashionable. A nod to the past, with eyes on the future.

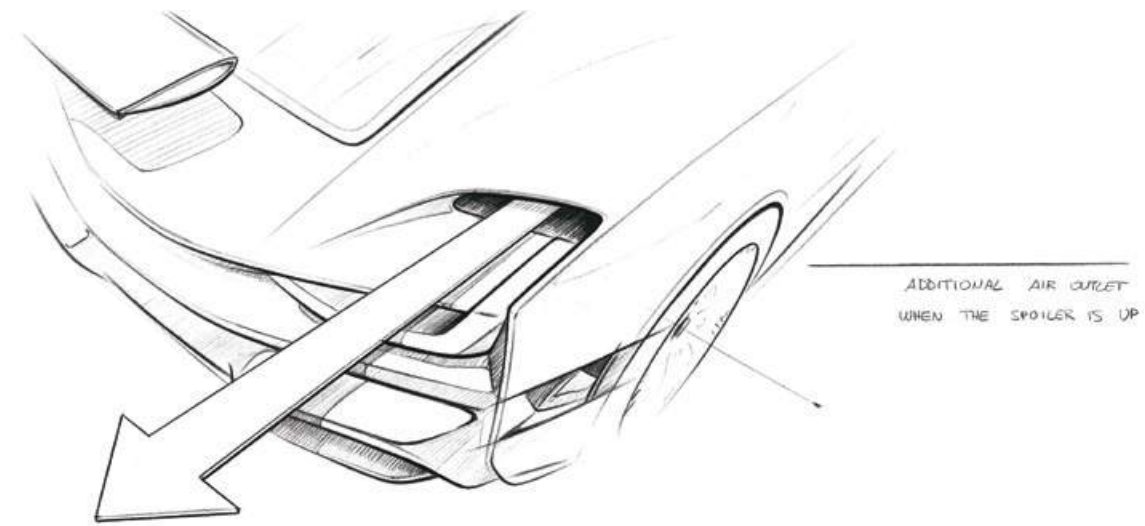
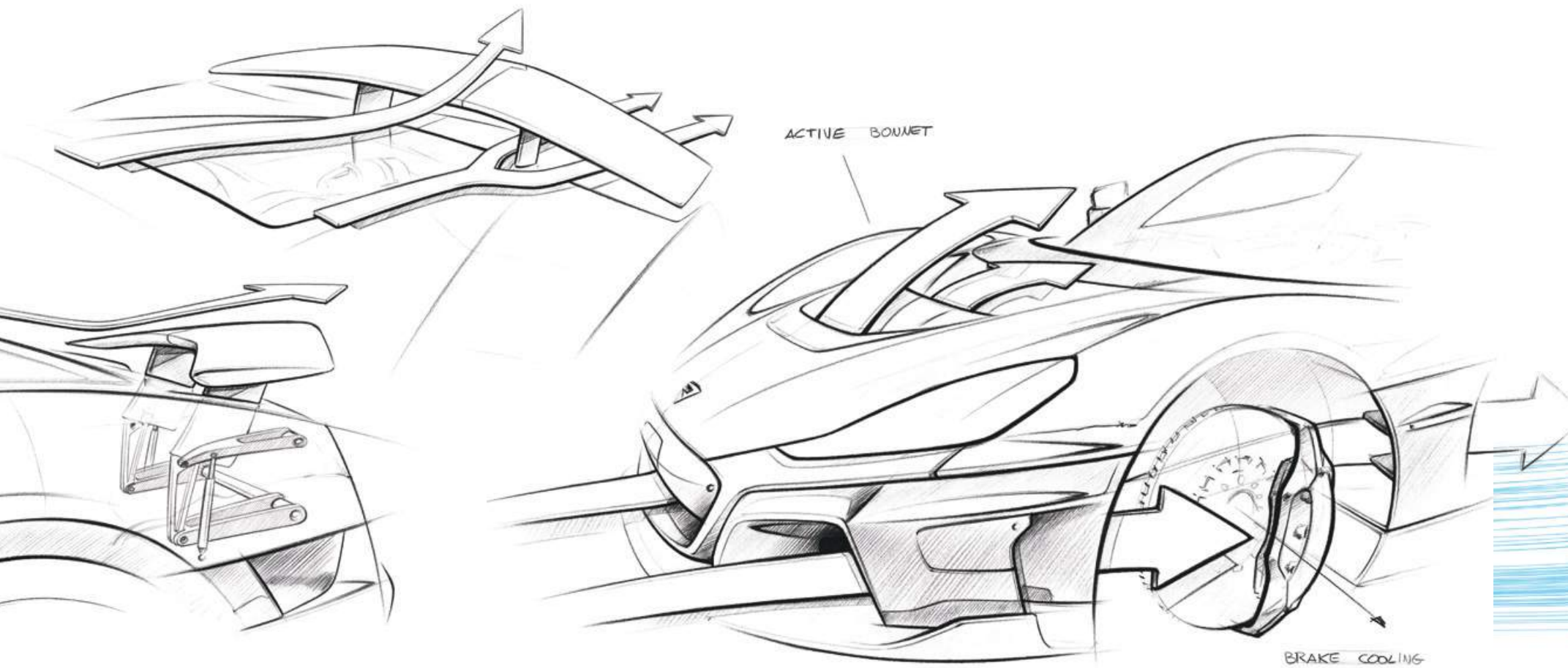


EXTERIOR DESIGN



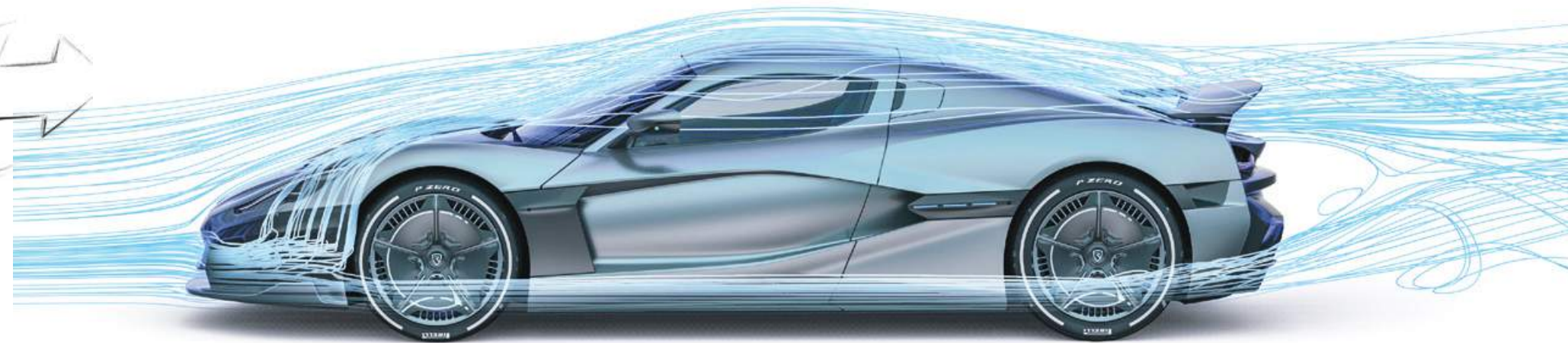
*Designed on paper,
sculptured with precision.*

ACTIVE AERODYNAMICS



Carefully integrated into the design by the in-house design team at Rimac, the graceful, agile form features a variety of active elements - from flaps in the hood that alter the C_Two's aerodynamic profile, to a rear wing that both adopts different positions according to dynamic loads, but also 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, and various cooling channels are also animate, to ensure the best possible efficiency at all times. The car is literally alive with technology.





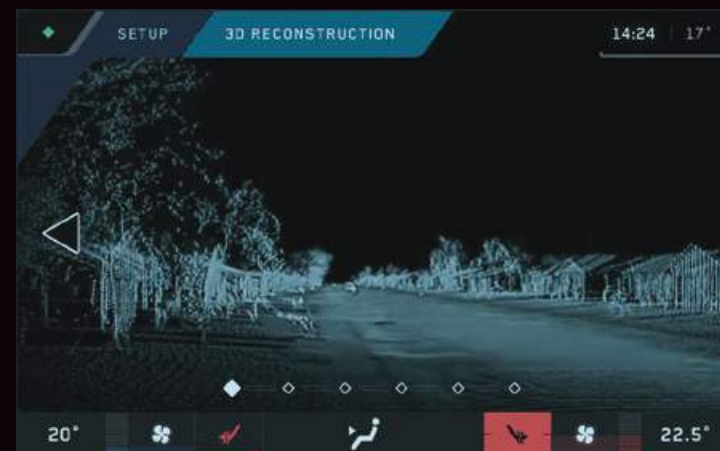


INFOTAINMENT

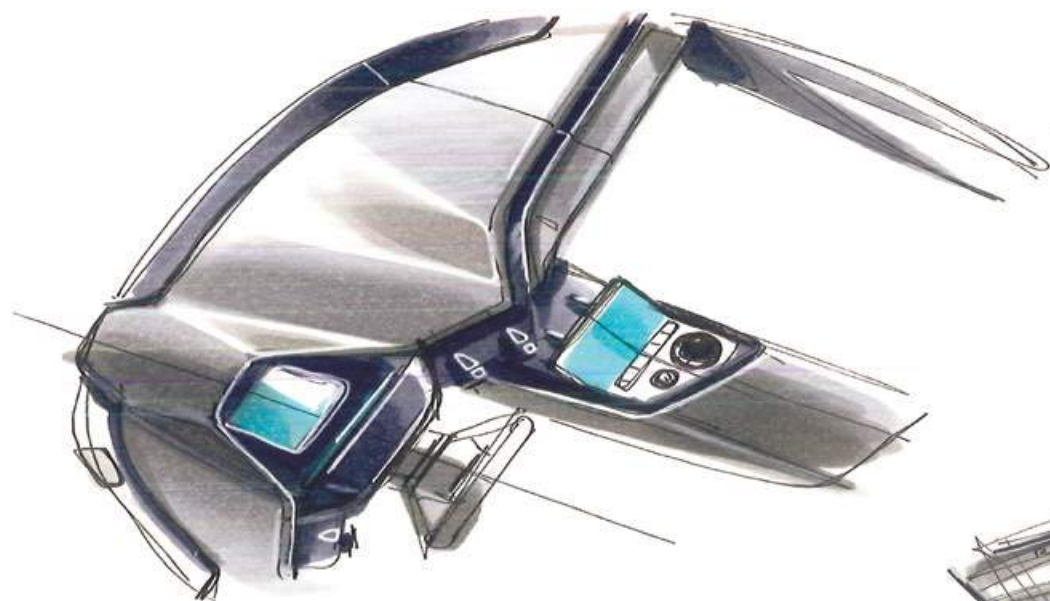
Not just a car manufacturer, Rimac Automobili is committed to the creation of truly bespoke technology, fusing both traditional craftsmanship and next-generation thinking into one seamlessly integrated vehicle.

From the moment you approach the C_Two, the on-board systems utilise facial recognition cameras to unlock the car. Once inside, the integrated AI system monitors the driver constantly, allowing them to start the car without using a key. The C_Two's systems can be directed to attune themselves to the driver's mood - by recognising various inputs - and adapt accordingly. This may include playing soothing music or adapting the car's kinematics for a more pliant ride.

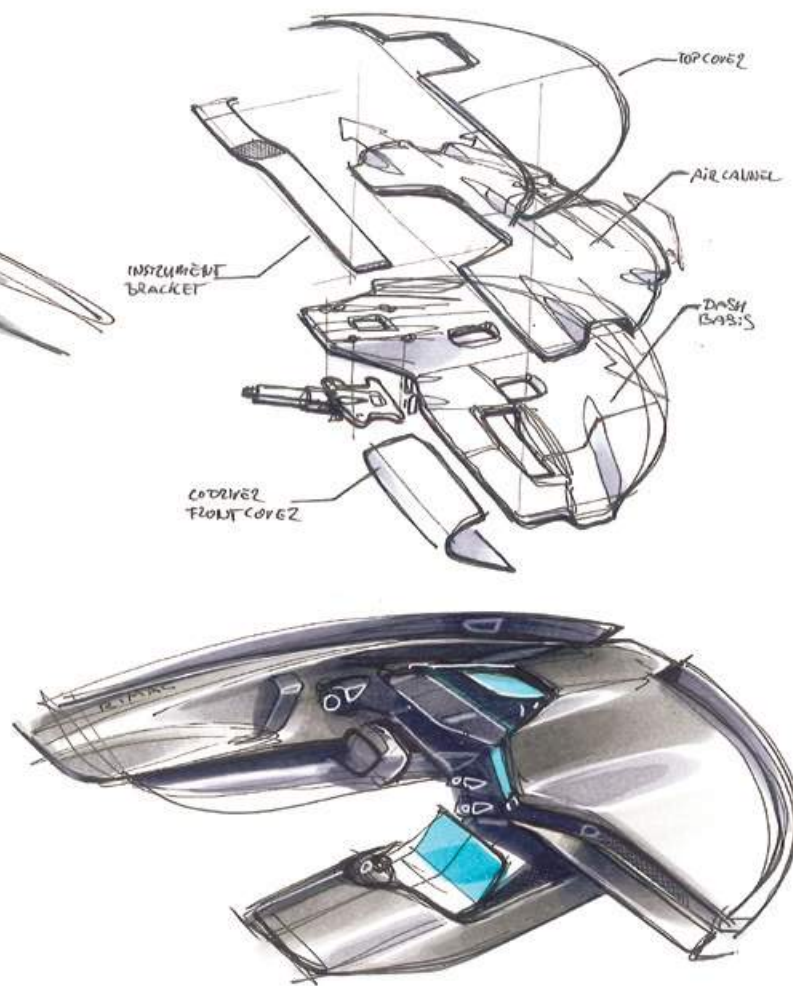
Inside, you can choose to be as involved in the dynamics of the car as you wish, or simply sit back and relax in a cabin filled with the highest quality materials possible. Clean, clear, ergonomic and trimmed to your exact requirements, the C_Two features a triplet of high-definition TFT screens - cluster, central screen and co-driver's display, which present as much, or as little, information the driver decides is relevant. As well as the convenience of touchscreens, an owner can nevertheless complete every function of the car via gorgeously tactile billet aluminium rotary controls and switches - including three displays with rotating control - a resolutely analogue feel tailored to make use of digital technology.



INTERIOR DESIGN



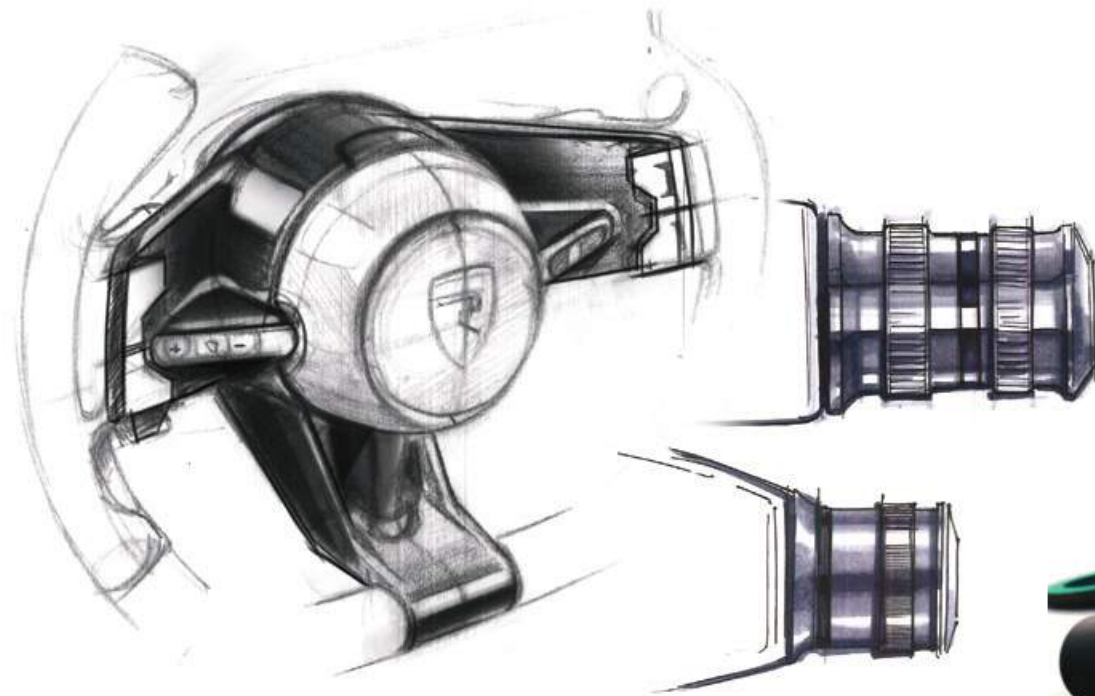
The C_Two's spectacular interior offers a new take on Rimac's unique DNA, combining futuristic high-tech with luxurious, bespoke craftsmanship.



Seated low and centrally in the vehicle, both passenger and pilot are best placed to sense the nuances of the car's behaviour. With a gorgeous, organic arc of dash presented with beautifully animated TFT screens, the C_Two emphasises the importance of the driving experience, and

fully-electrically adjustable seats and steering column ensure that the perfect driving position is easy to find. With all controls falling easily to hand, the driver can make use of the myriad configurable systems, or simply sit back and relax as the C_Two takes the strain. When an interior looks and feels this

good, with perfect carbonfibre, sumptuous leather and tactile control surfaces, it's hard not to just take a moment to appreciate the exceptional design and outstanding quality.



INTERIOR DESIGN



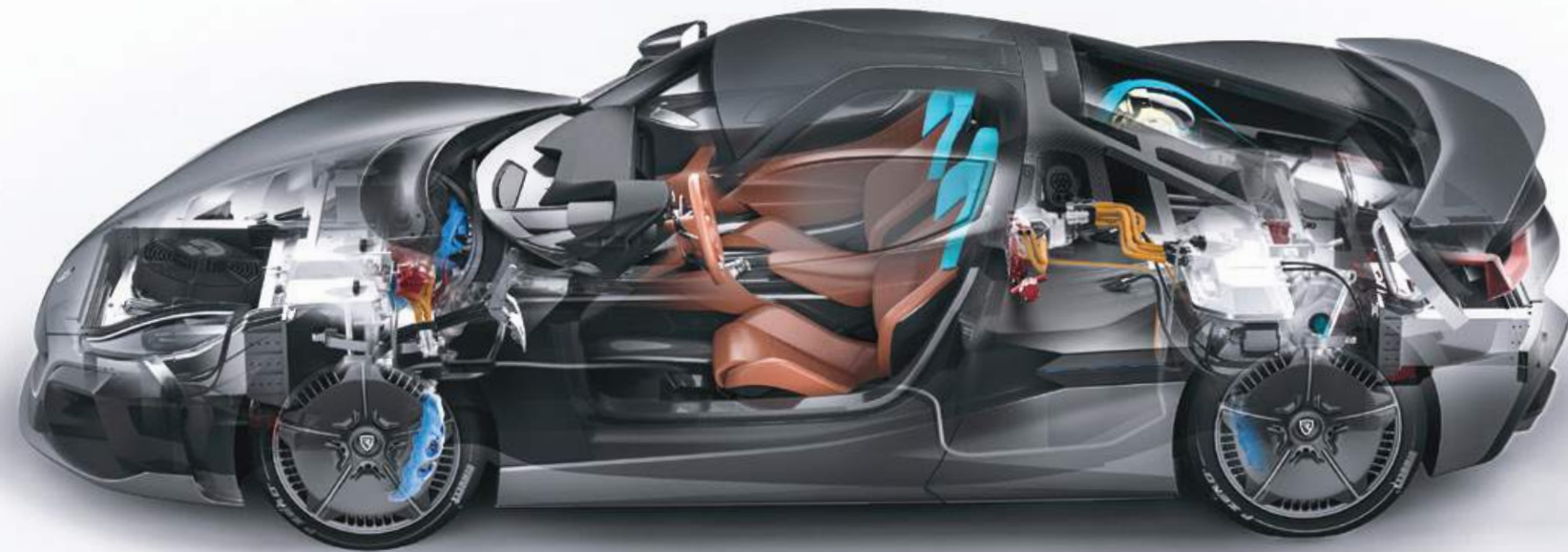
DETAILS



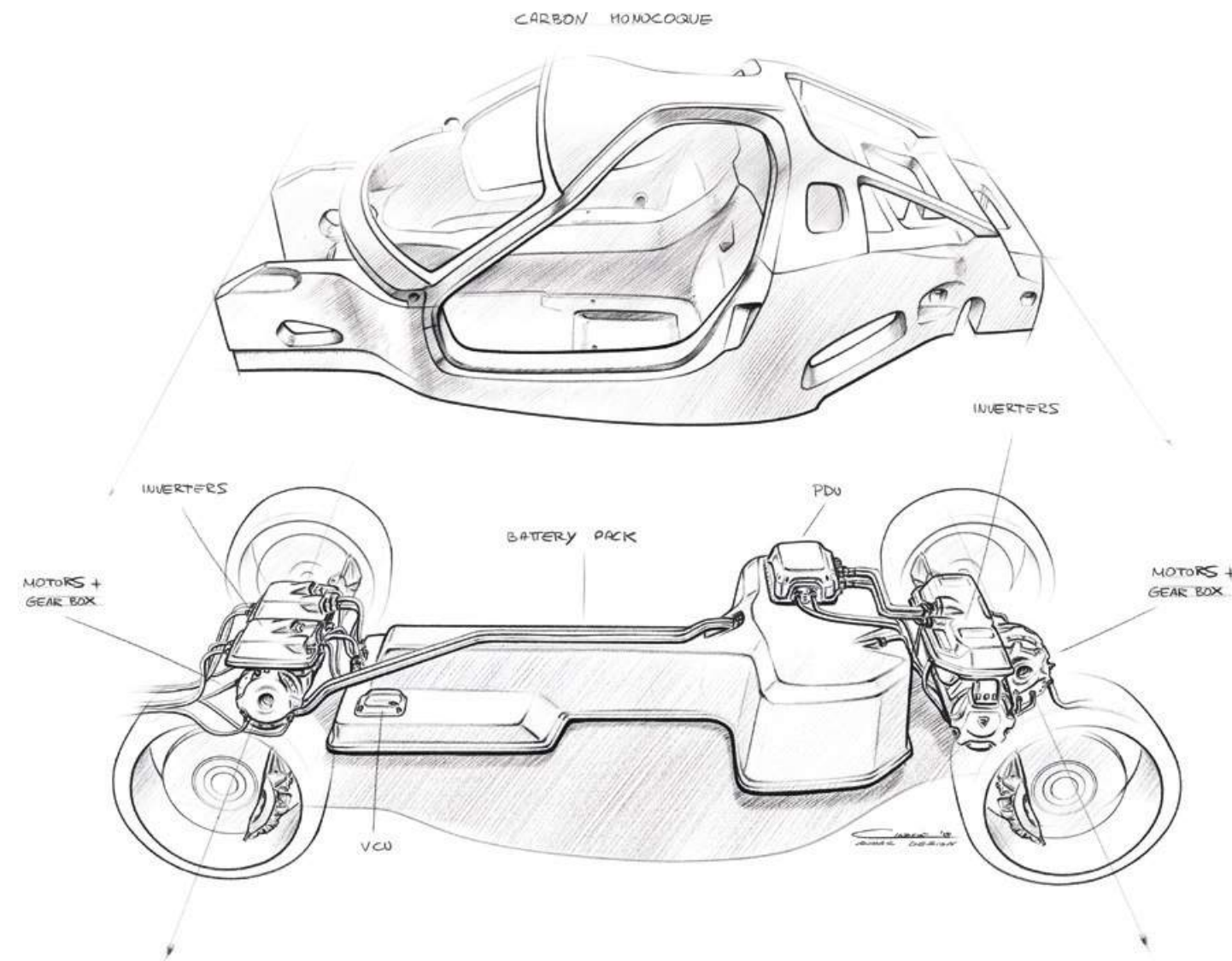
But it's the details that you come to appreciate. The butterfly doors may be wonderfully dramatic, but they also open in such a way as to allow easy entry and egress, to ensure that your final arrival is equally stylish. The in-house carbon fibre is laid to millimetric perfection, the fixtures and fittings - even those you cannot see - are produced to be perfect. This is the attention to detail that comes with a car produced by obsession.

ENGINEERING AS ART

Even the mostly-hidden hardware is beautiful, because details matter, and passion is more than skin-deep. Never have electric motors looked this good, or suspension components been worthy of hanging on a gallery wall.



Mathematics as poetry. Engineering as art.

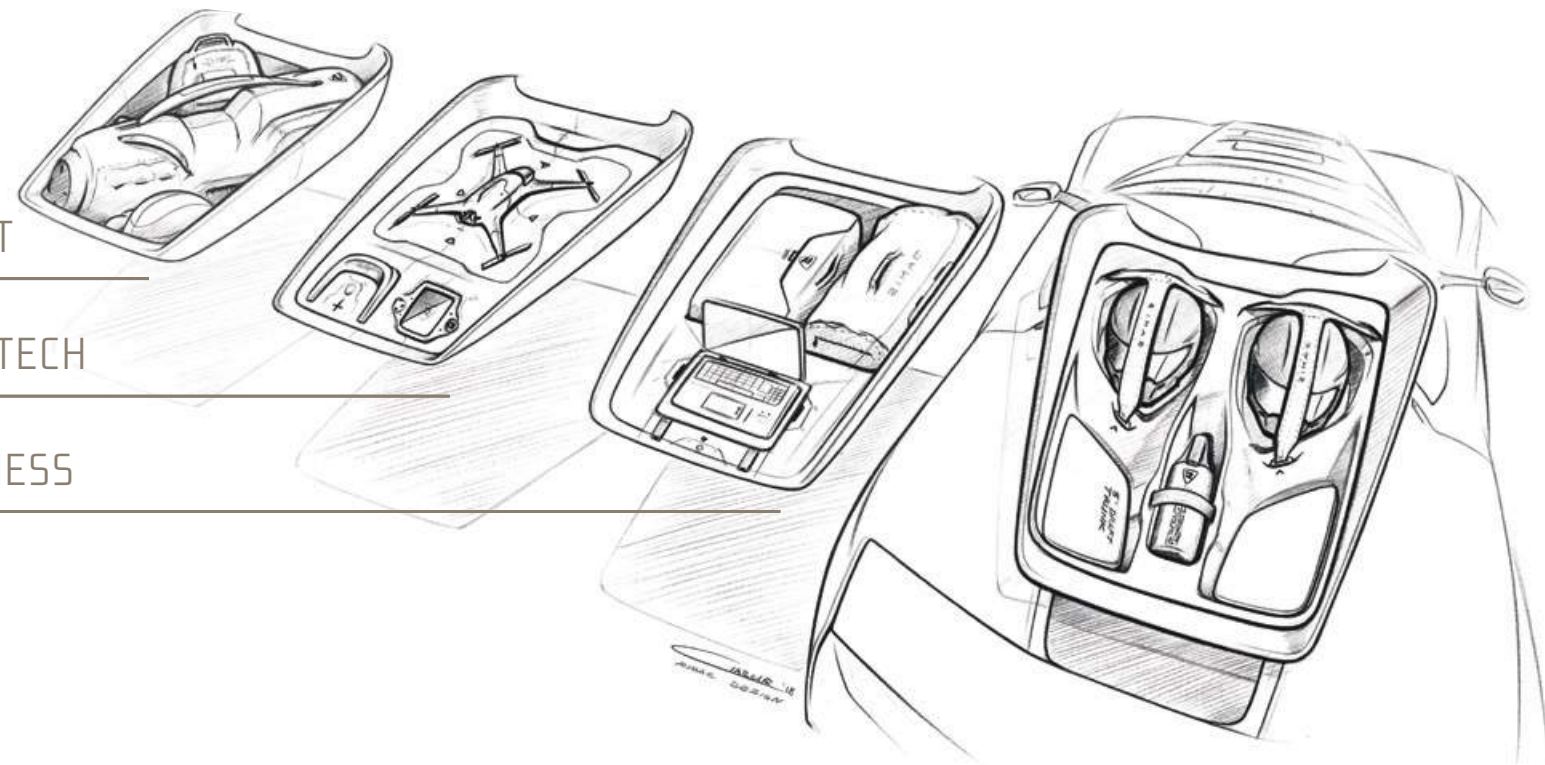


A TRUE GRAND TOURER

SPORT

HIGH TECH

BUSINESS



Designed as a grand tourer, the C_Two is also equipped with everything you may need for longer trips made possible by a genuinely useful range - oddment storage, wireless phone charging, fully-electrically adjustable seating and steering column

- it is physically spacious enough to accommodate every kind of driver and passenger, even when wearing racing helmets. At the rear is a large trunk, configurable in a variety of specifications. An exposed powertrain, a boot-mounted safe,

or sports-equipment storage - it's all possible with Rimac's dedicated team of engineers at the customer's disposal. When the car is produced in-house, anything is within reach - even down to design changes for the bodywork.

RACE

- Helmets
- Fire extinguisher
- Gloves
- Quick charge cables



CONNECTED, ENGAGED, EXCITED

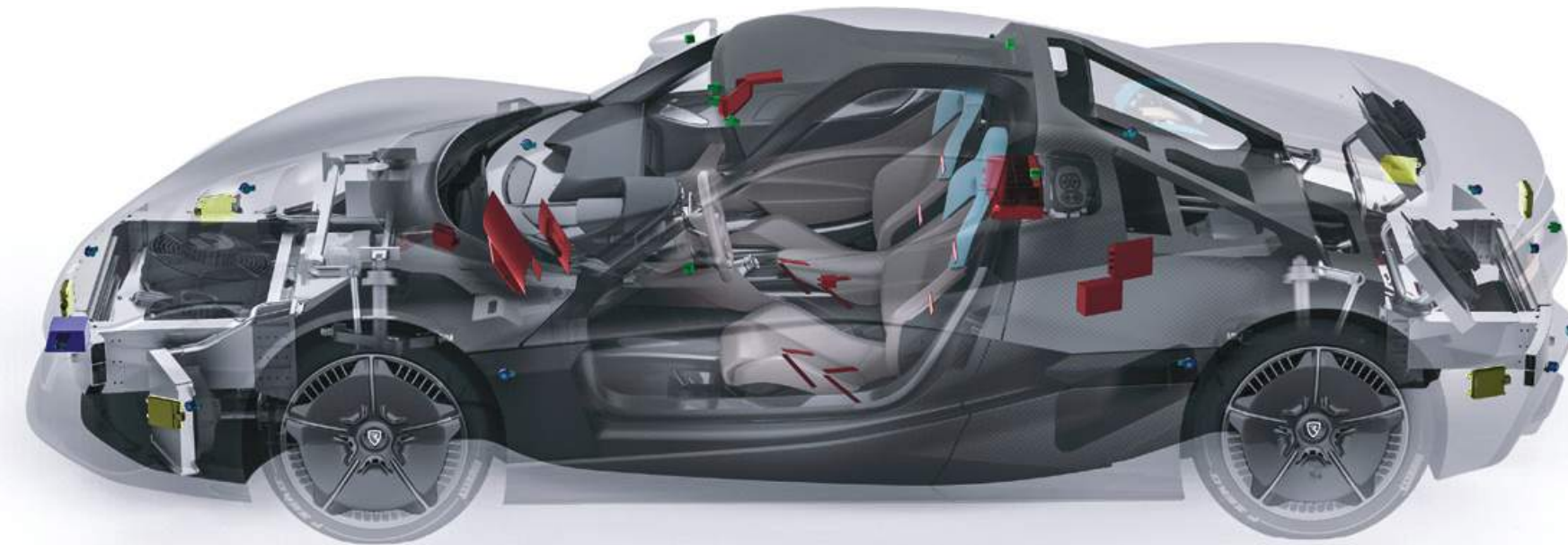
As you would expect from a car that is effectively future-proofed by being ahead of the game since its conception, the C_Two features the very best in bespoke media interfaces and technology. From Level 4 autonomy, to facial recognition in lieu of



a traditional key, the C_Two also offers a unique opportunity to experience both 'Driving Coach' and unique ADAS functions. Essentially, as part of the suite of electronics that comes with advanced autonomous capability, the



Driving Coach configuration in the C_Two can load selected race tracks in real-time, offering clear and precise guidance on racing lines, braking/acceleration points and steering inputs. A near-gaming learning experience, with real-world excitement.



The same artificial intelligence will provide intervention and active safety as 'ADAS' (advanced driver-assistance system) while on the road: from collision risk prediction allied to automatic emergency braking and evasive control, to blind-spot monitoring, to lane-keep assist and fully adaptive cruise control including traffic pilot functionality. The car will even adapt its characteristics according to

the prevalent weather conditions, changing strategy during, for example, fog or heavy rain. With eight on-board cameras, a lidar, six radar emitters, twelve ultrasonic sensors, as well as an exceptionally precise global positioning system and IMU sensor for autonomous driving, the C_Two is one of the most sensitive and connected series vehicles in the world. In terms of raw numbers,

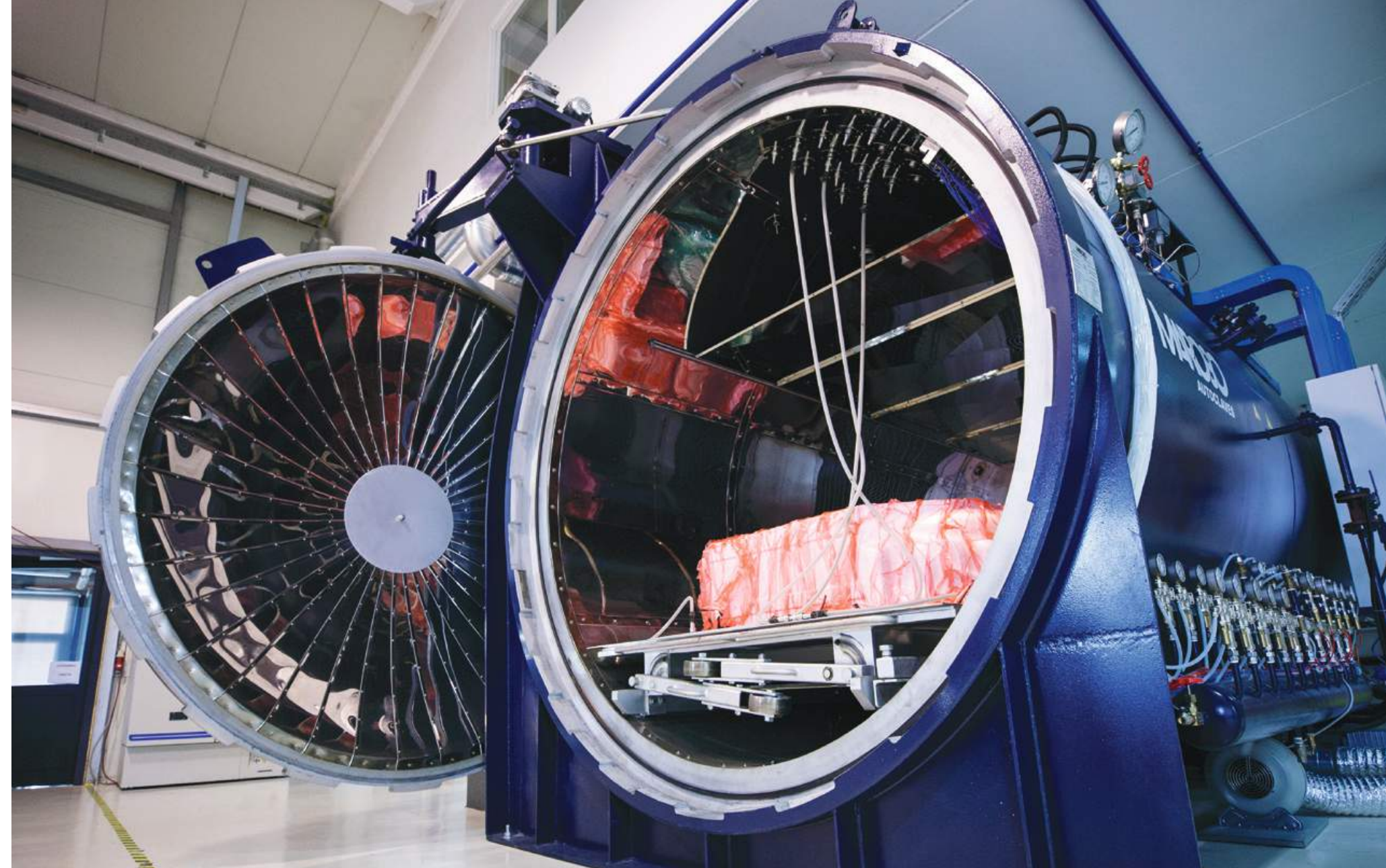
the car produces six gigabytes of data per hour of driving, and six petabytes in 1000 hours. To put that into context, the entirety of human history can be neatly encapsulated in just fifty petabytes. Indeed, to process the amount of information produced by the 400 various sensors present on the car, the C_Two is equipped with 72 electronic control units and processors - equivalent to 64.4GHz or approximately 22 MacBook Pros.

TRADITIONAL CRAFTSMANSHIP

With every aspect of the C_Two produced on-site at Rimac's facility, the carbonfibre elements - including the chassis and bodywork - are produced to be perfect, even the parts you cannot see. With such manufacturing control and in-house research and development, this also allows details of the car to be produced to the customer's exact specification,

including bodywork changes or bespoke carbon. Thousands of exotic metal, carbonfibre and electronic pieces of this intricate jigsaw are produced, tested and fitted - even the jigs and tooling for each individual piece are produced on-site - to provide the kind of quality that Rimac demands. All under one roof on the outskirts of Zagreb, Croatia.

*In-house
production*



THE COMPANY MILESTONES

Revolution timeline

2012

Rimac Automobili breaks 5 Guinness and FIA world records for the fastest accelerating electric car.

2013

Intense development and testing of the Rimac All Wheel Torque Vectoring System and the Concept_One's powertrain.

2014

The Concept_One becomes FIA Formula E's official Race Director Car.

2015

Rimac builds Nobuhiro Monster Tajima's race car for the Pikes Peak International Hill Climb utilising the Concept_One's powertrain system and finishes second overall.

2016

Introducing the production model of the Concept_One and changing the future of sportscars.

2017

Dealer network expansion on three continents - North America, Europe and Asia.

2018

World premiere of Rimac's next generation hypercar, the C_Two.

2011

World premiere of the Concept_One, world's first fully electric supercar at the Frankfurt Motor Show.

2009

Rimac Automobili is founded in Sveta Nedelja, Croatia.

2008

Mate Rimac converts his BMW E30 into an electric race car.



CUSTOMER EXPERIENCE

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 you have purchased a Rimac Automobili product, you are invited into the Rimac family, rather than treated as a number on an order sheet. With only 150 units available, you will also become a member of a very exclusive club.



CUSTOMER EXPERIENCE



A near-infinite number of custom options are also available, designed and developed in-house to make your own C_Two be as perfect as you imagined it in your dreams. With a company as agile and responsive as Rimac Automobili - and one with every part of the production process on-site - anything is possible. And every single C_Two will be test driven and given final sign off by the founder of the company Mate Rimac - the ultimate in customer care.



TECHNICAL SPECIFICATIONS



PERFORMANCE

- Acceleration: 0-60 mph 1.85 seconds*
- Acceleration: 0-100 km/h (0-62 mph) 1.97 seconds*
- Acceleration: 0-300 km/h 11.8 seconds*
- Acceleration: 1/4 mile 9.1 seconds*
- Top speed: 412 km/h / 258mph
- Power output: 1,914 hp / 1,408 kW
- Motor torque: 2,300 Nm (0 – 6,600 rpm)
- Wheel torque 1st gear 17,047 Nm
- Range: 650km**
- 22kw 3-phase on-board charging
- 250kw fast charging (<30 mins 0-80% soc)
- Weight-to-power ratio: 0.9 hp/kg
- Weight distribution: 48% front 52% rear

CHASSIS

- Carbon fibre monocoque with integrated structural battery pack and bonded carbon fibre roof
- Carbon fibre rear subframe
- Carbon fibre and aluminium crash structures
- Suspension: Double-Arm wishbone suspension with electronically adjustable dampers and active ride-height.



SAFETY SYSTEMS

- Airbags:
 - Driver airbag (steering wheel)
 - Passenger airbag
 - Side airbag (lamella bag installed in the door at belt line)
 - Airbag control unit (ECU) and crash sensors
- Active safety: collision risk prediction and automatic emergency braking with evasive control (steering and motion planning) for collision avoidance
- Dynamic safety: torque vectoring with stability function, traction control and ABS
- Structural safety: pre-preg monocoque passenger cell with aluminum and carbon-fibre crash structures and deformation zones.



DIMENSIONS

- Length 4750 mm
- Width 1986 mm
- Height 1208 mm
- Wheelbase 2745 mm
- Weight 1950 kg



BATTERY-PACK

- Chemistry: Lithium manganese nickel
- Number of cells: 6,960
- Cell format: Cylindrical 21700 form-factor
- Maximum voltage: 720V
- Cooling: liquid
- Capacity 120kwh
- Power: 1.4MW
- 7 cooling systems and radiators
- 48v pumps and fans



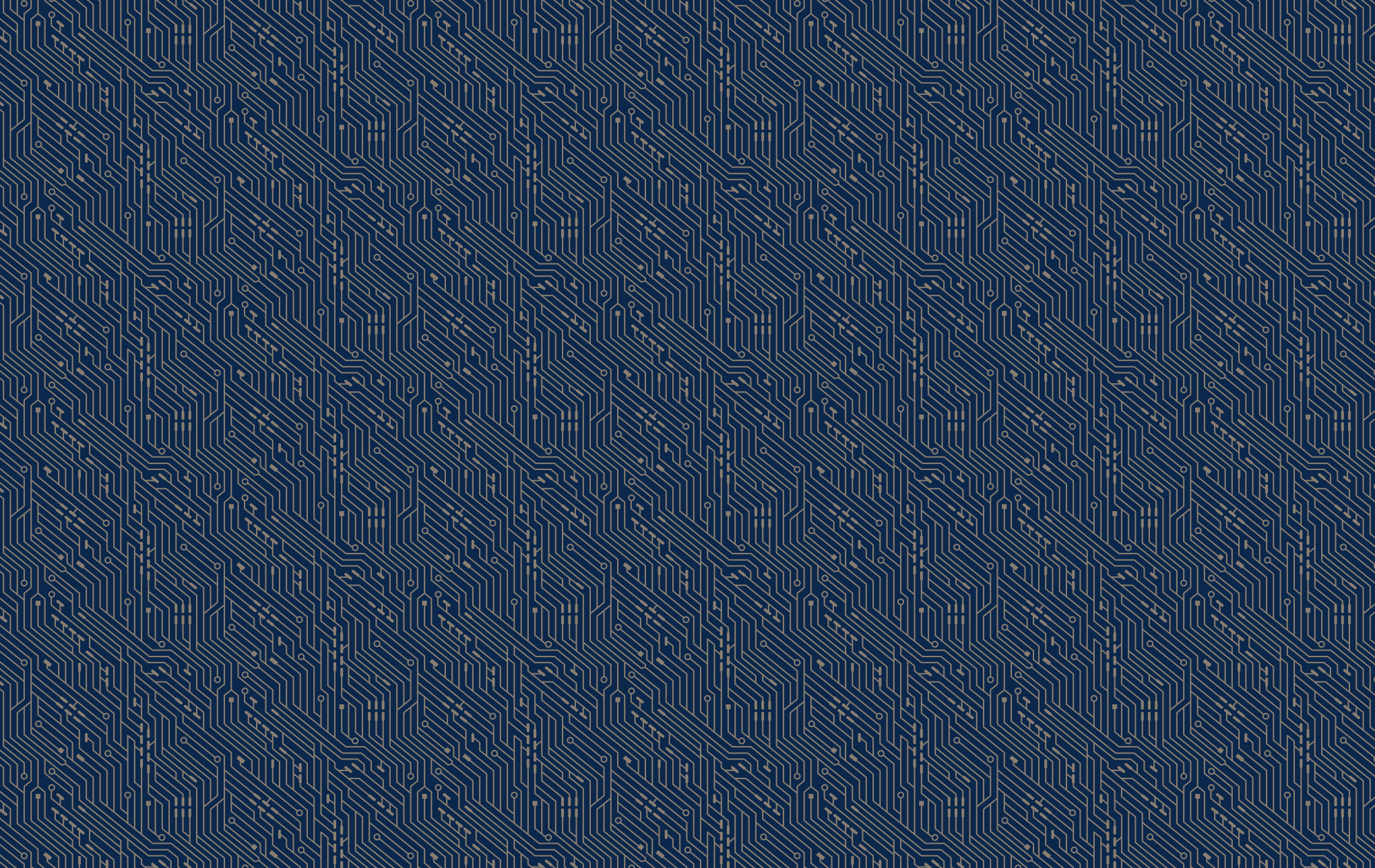
AERODYNAMICS

- Active elements: front diffusors, rear diffuser, rear wing, bonnet turning vane, underbody inlets and outlets
- Cd in low-drag mode: 0.28
- Control: central control system coordinating torque vectoring, active aerodynamics and suspension



ADAS

- 8 cameras (including front stereo vision)
- 1 Lidar
- 6 Radars
- 12 Ultrasonic sensors





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