**Maserati MCPURA**

**MASERATI MCPURA**

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**Highlights**

* Maserati introduces MCPURA: an expression of the purest essence of energy and performance the Trident way.
* MCPURA provides a direct connection between car and driver with elegance, exhilarating performance and artisanship.
* MCPURA is the evolution of the MC20 Halo Car that in 2020 launched a new era of style for the brand: now updated in terms of its aesthetics and innovation, maintaining the iconic heart of the Nettuno engine.
* The changes to the interior, enriched with extensive use of Alcantara and a new steering wheel.   
  The exterior comes with eye-catching details, rear bumper inspired by the GT2 Stradale, optional oversized spoiler.
* The new super sports car is built at the Modena plant and available in coupé and convertible versions, the latter the MCPURA Cielo.
* The main engineering features of the MCPURA are the carbon-fibre body, the Maserati-patented V6 Nettuno engine and technology derived from Formula 1 (a 3-litre, with 630 CV and 720 Nm of torque), “butterfly” doors and retractable glass roof for the convertible version.
* World premiere of the new MCPURA at the Goodwood Festival of Speed 2025 in the launch colour AI Aqua Rainbow, proposed in a matte finish for the coupé and gloss for the convertible.

*Modena* – Maserati presents **MCPURA**, the brand's new super sports car, the latest evolution of the MC20 halo car and a manifesto of the Trident's characteristics of performance, elegance and sportiness.

MCPURA is much more than a car: it is the translation on four wheels of the most authentic Maserati driving experience, the **ability to connect without filters with the driver**, transmitting the most extreme elegance, exhilarating driving performance and timeless artisanship.

The new car symbolises a return to the origins of the Trident's DNA: **pure speed, pure luxury and pure passion**.

Pure too, the performance it achieves with its now-iconic heart, the V6 Nettuno engine, the pride of the Modena car manufacturer. All these elements make the new MCPURA an iconic object. Intrinsic characteristics already set out in its **name**.

The production site of the MCPURA is the historic Maserati plant on Viale Ciro Menotti in Modena, where in addition to the Nettuno engine, the GT2 Stradale, GranTurismo and GranCabrio\* are also produced.   
The plant stands out for its innovation and artisanship partly thanks to the Officine Maserati Fuoriserie, a recently opened space dedicated to the most refined customisation at the House of the Trident.

As such, MCPURA completes its 100% made in Modena path from development to production, all the way to the paintwork of the Fuoriserie versions in the new paint shops.

The super sports car, like all Maserati models, is **100% made in Italy**, the epitome of Italian luxury around the world.   
Therefore, while the MC20 began a new era as the “First of its Kind”, the MCPURA evolves the icon's essence following a series of interventions focused especially on the exterior, materials and finishes used for the interior; leaving the core unchanged, the extraordinary Nettuno engine, an innovative 630-CV V6 with patented pre-chamber combustion technology derived from Formula 1, conceived, developed, designed and built entirely by Maserati.

It is no coincidence that **MCPURA was described in its launch campaign by taking up a famous formula in physics**:

**E = MCPURA**.

A hyperbolic rhetorical figure in which, quoting one of the pillars of Einstein's theory of relativity, the new car is equated with the energy it can express if elevated to itself, i.e. to its purest form. In short, the essence of performance the Maserati way.

**World premiere of the new MCPURA at the Goodwood Festival of Speed 2025**, presented in the sophisticated AI Aqua Rainbow body colour.

At launch, orders are now open with immediately availability in both the coupé and convertible versions, the latter known as Cielo\*\* with a retractable electric roof in polymer dispersed liquid crystal (PDLC) glass, the first to do so in its class, with the ability to switch from opaque to transparent in one second. Just press the Sky button and experience an unprecedented “sky feeling” even with the roof up.

\* Production of the new GranTurismo and GranCabrio to be transferred from the Mirafiori plant in Turin to the Modena plant from Q4 2025.

\*\* “Cielo” designation also features in the MC20 convertible, launched in 2022

**Special version for launch at Goodwood**

To present MCPURA at the Goodwood Festival of Speed 2025, Maserati has designed a specific look to convey all its purity. A formal outfit, simultaneously surprising and elegant.

The colour chosen for its society debut is Ai Aqua Rainbow which, as the name already suggests, is a blue that changes in the sun, producing a rainbow effect. It is inspired by the prism: breaking down white light, then capturing all its facets and creating a unique and pure colour.

This shade, which starts from a base in water tones, produces an unexpected and emotional effect, through the use of special and refined pigments.

At its launch, the new super sports car will feature the matte AI Aqua Rainbow body colour in the coupé version, whereas the MCPURA Cielo is in gloss.

The trident that appears on the grille and on the C-pillar, and the insignia on both sides of the car are, on the other hand, in a magenta colour with blue mica, making the combination even more elegant. The logo in the same colour is also repeated in the middle of the rims, with a specific burnished diamond-cut finish.

In contrast to the respective bodies, the details are in gloss on the coupé version and matte on the convertible.

The interior is two-tone, entirely in Alcantara.

The seats are laser-etched in Alcantara Ice and bring out the Trident with brand-new graphics. The resulting image is both futuristic and sporty with a double-sided backing, an iridescent red with blue and an iridescent blue with red, which enhances the forms and takes up the same shades of the exterior details.

The “lasered” processing is used to convey three-dimensionality, creating a combination of the sporty elegance of Alcantara.

**DESIGN**

**Exterior**

Unique front and eye-catching details

The MCPURA's exterior design features a major intervention that affects the new shapes and new finishes throughout the lower part, including the side skirts. There are changes to the front and rear, and therefore also to the profile.

In particular, the “shark nose”, with a long history deriving from the racing single-seaters that made the Modena car manufacturer a legend, is modified by taking on an even more accentuated appearance.

The MCPURA’s front bumper has evolved by taking its cue from the GT2 Stradale, but restrains its assertiveness and instead focuses on style details.

The rear has also been modified with the new oversized spoiler, as an optional extra and legacy of the Maserati GT2's sportiness that took the Trident back to closed-wheel championships.

The Lower Fascia is completely revamped and designed specifically for MCPURA with aesthetic solutions capable of improving the aerodynamic performance of the car's floor.

As a tribute to the essence of performance, a decision was made to use Gloss Black for the MCPURA Lower Fascia, available in addition to the hyper dark myron matte and carbon-fibre finish. The decision was a consequence of the desire to improve interaction with reflected light, to highlight the car's refined design: Gloss Black enhances the way the light bounces off the surface, creating surprising points of light and sharp contrasts that accentuate its profiles.

This finish makes the MCPURA’s sleek, aerodynamic lines stand out more vividly, offering dynamic visual appeal. It adds depth and definition, making the car's shapes even more eye-catching.

The exterior is completed with certain details in the logos: on the side, a dedicated badge includes the model name, MCPURA.

The same logo is also repeated in the interior, under the Italian flag on the air intakes in the dashboard, in front of the passenger seat.

Colours

The MCPURA colour palette is eye-catching and evocative; with a selection of different body colours specially designed for the super sports car, with a strong reference to both the Italian spirit and Maserati’s iconic heritage.

There are ten colours in the range: the brand-new Devil Orange – making its debut with the model – in addition to the shades already available for the MC20: Grigio Incognito, Grigio Mistero, Nero Essenza, Bianco Audace, Blu Infinito, Rosso Vincente, Giallo Genio, Verde Royale and Night Interaction.

Behind every choice is significant research that combines the technical innovation of the paintwork and the brand’s origins with the local area and design, taking as a starting point Grigio Incognito, a solid shade proposed as the standard colour for the new model.

Particularly evocative is the new Devil Orange, a saturated hue and a combination of vibrant energy and boldness, previously featured in the FTributo special series created in 2022 as a homage to of Maria Teresa De Filippis, the first woman to have qualified for a Formula 1 Grand Prix; she did so aboard a Maserati 250F and was given the nickname “she-devil”, hence the choice of colour.

The elegant dual-layer metallic Verde Royale and Night Interaction, previously seen in the MC20 Fuoriserie offering, have now moved into the range as two sophisticated and luxurious shades to emphasise the role of the MCPURA as the Maserati brand’s new standard-bearer, the epitome of Italian luxury around the world.

Conversely, Nero Essenza is an absolute pastel tone, essential and extremely profound, whereas Grigio Mistero is a Metallic that recalls the fusion of metal itself with great fluidity on the surface.

The colour palette is completed with four three-layer colours, one of which is matte.

Bianco Audace (Three-Layer Matte) is a white tending towards yellow, a warm hue with a bluish mica reminiscent of the veins of marble with a matte final effect. It blends the two colours of the Birdcage, milky white and its blue liveries, colours that in the past were broken down and merge here to create a new stylistic language. Through the pigments and technology behind the paints, we attempted to combine the glimmering effect of quarried marble struck by rays of light, for an idea of absolute pure white with delicate interferences.

Blu Infinito (Three-Layer) is very clean, authentic and sporty. It is an extremely impactful, bright shade of blue and recalls an iconic colour from the historic MC12.

Winning Red (Three-Layer) is extremely powerful and a reinterpretation of the Red seen in the Tipo 26, the first Maserati racing car in history. Finally, Giallo Genio (Three-Layer) blends blue and yellow, the colours of the city of Modena. The yellow comes with an extremely sophisticated blue interference that lights up in the sun.

Design: from MC20 to MCPURA

Even the design touches that transformed the MC20 into MCPURA were researched at the Maserati Centro Stile in Turin, where the House of the Trident’s super sports car was created.

The MC20 project saw the light of day by chasing and achieving a balance of opposites, a combination of artisanship and engineering, bringing together two apparently distant elements: the road-going and racing aspects. A design where tailoring and technology coexist, with the upper part of the car taking the form of a hand-sculpted work of art; the lower as an exaltation of engineering itself.

In the MCPURA, as for the MC20, performance comes first, and every detail is designed with this in mind. Nothing is superfluous, everything has its own function. There are no frills, every aesthetic sign is specifically motivated.

The only stylistic concession made by the technical team and designers was the surprise effect of the **butterfly doors**. A device that offers a view of the car in all its clean lines. The butterfly door provides much easier access into and out of the cabin, as well as showing off the carbon fibre cockpit, the aerodynamics and the completely unmasked front wheel. It performs a practical task, facilitating passenger and driver entry, but at the same time enhances the car’s aesthetics, emphasising certain details that would otherwise remain hidden under its outfit.

**Interior**

Pure, contemporary style: from leather to Alcantara

When you open the MCPURA butterfly doors and enter the passenger compartment, you come into a world decidedly renewed, modern and devoted to luxury.

Materials are the leading lights in the interior, with Alcantara becoming dominant, as a perfect combination of the values of beauty and performance: in addition to the seats, the door panels, dashboard and other components of the steering wheel, which also changes in shape, are now also covered in Alcantara.

A premium material known for its soft texture, durability and refined appearance, it has various advantages over traditional leather that make it more suitable for use in sports cars. One of the main features is its superior grip, to improve driver control during high-performance driving, preventing slipping on the seats, for example.

Alcantara is lighter than leather and helps to reduce the car’s weight, a factor that helps to improve speed and handling in sports cars. In addition, it is more resistant to wear and tear, heat and UV exposure, maintaining its quality over time, even under extreme conditions.

The breathability of Alcantara helps prevent discomfort associated with sweating, making it ideal for high-intensity driving. These characteristics combine to create a luxurious and high-performance material, in line with the requirements for cars with a sporty feeling.

Finally, beyond the functionality of the material, Alcantara conveys elegance and attention to detail, such as the Trident logo, on the new car embossed on the headrests and no longer in relief.

Steering wheel

A new steering wheel makes its debut in the MCPURA, featuring a design inspired by GT2 racing and offering an innovative shape to enhance both aesthetics and functionality.

The steering wheel has a flat top, to provide better visibility and optimal control during high-speed manoeuvres. The extensive use of Alcantara on the crown also provides a luxurious feel and improved grip, ensuring a luxurious driving experience.

As an optional extra for the MCPURA (only in the coupé version), the steering wheel with gear change indicator LEDs, as previously seen in the GT2 Stradale. In this version, of course at the top and bottom, Alcantara is replaced with carbon fibre.

MCPURA has the start button on the steering wheel, another symbol of the car's extreme sportiness. The Start and Launch Control buttons are built into the central surround.

The easily accessible, generously sized paddle shifters set into the steering column are available in dark aluminium in the standard configuration, or in carbon fibre as part of the carbon fibre interior package.

**ENGINEERING**

Best in class: power-to-weight ratio

MCPURA is the epitome of power and energy: a lightweight car at under 1,500 kg, and thanks to its power output of 630 CV, it comes out best in class in weight/power ratio, at just 2.33 kg/CV.

Nothing has been sacrificed in terms of comfort to achieve this lightness: like the MC20, the MCPURA all the specifications required to satisfy a sports yet simultaneously refined clientele, who seek performance but also comfort and luxury, in the perfect grand touring style typical of the Trident brand.

Hence the changes made to the materials. The entire shell is made of carbon fibre and composite materials, thus ensuring lightness, faster tooling times and a greater degree of freedom in the search for shapes.

Refined aerodynamics

Over 2000 man-hours of work in the Wind Tunnel, with over 1000 fluid dynamics simulations (computational fluid dynamics, CFD), innovative and in-depth analyses: an intense collaboration with Dallara was undertaken to perfect the aerodynamic efficiency of MCPURA.

The aerodynamic development of the new super sports car takes up the concept expressed for the MC20 where the car was split into two parts: an upper portion with a stylistic prevalence and a lower, more technical part.

In the upper section of the car, the shapes are guided by aerodynamic elements intrinsic in the lines traced by the designers’ hands, to achieve high efficiency while maintaining a clean and elegant body.

The air intakes on the front bonnet and the side panels, used for engine intake and intercooler cooling, become natural elements that almost vanish when looking at the car from certain angles.

There are also no obvious aerodynamic appendages, only a discreet rear spoiler that emphasises the up-washing generated by the floor and improves downforce without detracting from the car’s beauty. In addition, the development of the MCPURA focused on integrating the characteristics of both a coupé and a sports convertible without losing efficiency due to the open roof in terms of aerodynamics and thermal management.

In the lower section of the MCPURA, on the other hand, the technical component is predominant. The front air intakes have been optimised to ensure efficient air distribution between the radiators, the floor and the top of the car.

Special attention has also been paid to proper management of heat flows. The floor is fully faired and has been the subject of complex studies aimed at developing maximum aerodynamic efficiency.

Its front incorporates an elaborate system of vortex generators, rendered even more effective by the distinctive hump shape of the floor. It gradually rises in the centre, in the area level with the wheels, to increase the air flow to these devices, before reconnecting to the chassis bed.

The venting channel in the area behind the front wheel starts near the point where the hump reaches its greatest extent and continues right along the side, generating a considerable vertical load in line with the front axle by expelling the air flowing from the bottom and the wheel arch.

The development of this feature, very much derived from racing, required special formation of the carbon fibre monocoque, the wheel arch and the doors.

The air intakes in the sill area, positioned immediately before the rear wheels in a natural overpressure zone, ensure the engine compartment is washed as required without impacting resistance.

To conclude, the rear part of the floor of the car includes a large diffuser, with channels of different depths and optimised vertical spoilers that exploit the pressure differences between the various sections to generate vortices and energise the air flow.

Monocoque in carbon fibre

The carbon-fibre monocoque design is a true rush of technology and performance, stemming from the long-standing collaboration between Maserati and Dallara, a leading company in the design and construction of racing sports cars. It is produced by TTA Adler, an Italian specialist in the manufacture of products in composite materials.

The monocoque was studied from the outset for both the coupé and the convertible versions.

The architecture and geometry are unique, although they differ in terms of the distribution of the carbon fibre and its layers, to provide monocoques with different structural characteristics for the three different types of car: the focus for the coupé will be on limited weight and high performance; the convertible demands greater torsional rigidity given the lack of a roof.   
One single design therefore encompasses the different versions, with changes only made to the type, quantity and arrangement of the carbon fibre.

Iconic Nettuno engine

MCPURA can also count on the power of the now-iconic Nettuno engine, the result of a true technological revolution, covered by international patents and 100% made at Maserati, which saw the light together with the MC20.

Nettuno has a V 90° architecture, with a 3.0-litre, 6-cylinder twin-turbo, and features a dry sump (a classic solution on super sports cars). It can deliver 630 hp at 7500 rpm and 720 Nm of torque from 3000 rpm. The power-to-weight ratio is 210 hp/litre. The compression ratio is 11:1, the stroke is 82 mm, with a bore of 88 mm.

The soul of the engine is the innovative pre-chamber combustion system featuring twin spark plugs. This technology is derived from Formula 1 and – thanks to Maserati as the patent holder – is now available in an engine destined for the road.

There are three main components:

*pre-chamber*: actually a combustion chamber interposed between the central spark plug and the traditional combustion chamber, connected using a series of holes with suitably fully researched geometry.

*side spark plug*: a traditional spark plug that acts as a support, to ensure the regular combustion of the engine when the latter is working at operating points where the use of the pre-chamber is not required.

*double indirect and direct injection system*: coupled to the fuel supply pressure at 350 bar, it aims to reduce noise at low revs, reduce emissions and improve fuel consumption.

Retractable glass roof for MCPURA Cielo

Developed and designed from the outset also in the convertible version, under the name MCPURA Cielo, the car offers a unique detail in the segment: an innovative retractable glass roof.

A best-in-class roof in terms of thermal insulation, of opening and closing speed (just 12 seconds), and of how it epitomises the best in technology.

To do so, the new model is equipped with a state-of-the-art electrochromic (smart glass) window that can instantly be transformed from clear to opaque at the touch of a button on the central screen, courtesy of Polymer-Dispersed Liquid Crystal (PDLC)\* technology.

The onboard experience thus becomes multi-faceted: all-encompassing with the roof closed and opaque; a unique “sky feeling” when the roof is transparent; holistic with the top down.

\* The central display can also be used to operate the roof opening at a speed of up to 50 km/h, in complete safety.

MCPURA: technical specifications

The driver’s seat of the MCPURA is as essential, functional and streamlined as in the MC20.

The focus is entirely on the driver and their quest for optimal performance. Everything is designed to help people get the most out of their Maserati, with no distractions. Therefore, simple forms have been favoured, with few sharp edges.

The central tunnel only includes the buttons and switches that are absolutely essential, to maintain concentration on the driving experience and to sustain the approach of elegant minimalism, the style canon for the interior of the MCPURA.

The most luxurious detail is the **drive mode selector**: taking centre stage, it is the distinctive feature that tells the driver and passenger they are aboard a Maserati.

Inspired by luxury watches, the drive mode selector is mechanical, precise, using prestigious, top-quality materials, with a touch of Maserati's typical blue. It recalls the luxury that envelops anyone who gets into a car from the House of the Trident.

Drive modes

MCPURA comes with five driving modes, changed using the selector in the middle of the tunnel: WET, GT, SPORT, CORSA and ESC Off.

Each one is identified by its own colour: WET is green; GT blue; SPORT red; CORSA yellow; ESC OFF orange.

Drive modes are selected by turning the selector for a few seconds.

For example, the car starts in GT mode by default. To switch from GT to SPORT (to the right) or Wet (to the left), it only takes half a second of movement in the direction required. Or the driver can press the selector for 2 seconds to choose CORSA mode. Pressing for 5 seconds switches to ESC OFF mode.

The five modes are differentiated as follows:

*GT Mode*

GT Mode is the default drive mode when the car is started. It is ideal for everyday driving and provides maximum ease of use and comfort.

• Engine boost: normal

• Pedal sensitivity: normal resistance

• Active exhaust valves: only open over 5,000 rpm

• Gear shift setting: slow and smooth

• Suspension: soft

• Traction control: normal

*WET Mode*

WET mode offers the highest level of control on wet or damp road surfaces, to prevent skidding during acceleration or on corners.

• Engine boost: limited

• Pedal sensitivity: normal resistance

• Active exhaust valves: only open over 5,000 rpm

• Gear shift setting: slow and smooth

• Suspension: soft

• Traction control: all controls active

*SPORT Mode*

SPORT mode offers the highest performance in high-traction conditions and is ideal for use on the track.

• Engine boost: normal

• Pedal sensitivity: low resistance, high sensitivity

• Active exhaust valves: open over 3,500 rpm

• Gear shift setting: fast and direct

• Suspension: rigid

• Traction control: sport

*CORSA Mode*

CORSA mode offers the driver the most extreme experience. Traction control is much less active and stability control is active if with very high thresholds. This mode provides maximum enjoyment, but also the most challenging handling.

• Engine boost: maximum (maximum power immediately available)

• Pedal sensitivity: low resistance, extremely sensitive and responsive

• Active exhaust valves: always open

• Gear shift setting: racing

• Suspension: racing

• Traction control: race

In Corsa mode, the driver has the option to enable Launch Control by pressing the button on the steering wheel.

*ESC OFF mode*

In ESC OFF mode, all control functions are disabled. It is similar to CORSA mode, but with traction control completely disabled.

In the centre of the driving mode selector, there is a button to adjust the suspension. It is useful in SPORT or CORSA modes when the suspension is extremely stiff. Pressing the “suspension” button makes the suspension more comfortable and less rigid. This is particularly useful on uneven ground, as it gives the driver a sporty yet comfortable driving experience.

**MCPURA Multimedia**

MCPURA is equipped with the latest-generation Maserati Intelligent Assistant (MIA) multimedia system, which exploits the potential of the Android Automotive operating system and offers an innovative, high-performance user experience, fully customisable to the driver’s preferences.

The MIA system includes two in-car screens: the digital cluster and central display, in similar forms and dimensions: they facilitate driving comfort by not requiring the driver to refocus when going from one screen to the other.

The 10.25-inch cluster is fully digital, with a Thin Film Transistor (TFT) display.

The central display, again 10.25-inch, has an HD resolution and touchscreen functions typical of personal smart devices. The screen has a special anti-reflective coating to ensure maximum visibility even in direct sunlight.

When the devices are switched off, they have a total black effect, made possible by an innovative optical solution.

**Maserati Connect\***

MCPURA is always connected, courtesy of the Maserati Connect program.

Given that MCPURA is connected at all times, the driver can keep an eye on the car’s condition, plus Maserati Connect issues an alert when a service is due, to improve the customer care experience. Safety and security are also enhanced, with assistance in an emergency and in the event the car is stolen.

With a smartphone or smartwatch, the driver can always remain in contact with their MCPURA in the Maserati Connect app, including from home via their virtual personal assistant (Amazon Alexa or Google Assistant).

Through the Maserati Intelligent Assistant (MIA) multimedia system, the Maserati Connect connected services deliver a new experience for the driver and passengers. Courtesy of the built-in, connected navigation system, the driver always has the latest traffic information in real time, as well as constantly updated maps. MIA also offers options to activate Amazon Alexa or a Wi-Fi Hotspot inside the Maserati.

MCPURA includes the TIDAL HiFi Streaming service, offering the best sound quality available by taking full advantage of the potential of the Sonus faber Audio System.

\*Availability may vary from one country to another.

**Infotainment**

The system fitted to the MCPURA is the same as in the MC20, but adds the “performance pages” from the GT2 Stradale, an additional tool to monitor the car’s performance.

Technical Indicators: the screen displays engine data such as: turbo, torque, oil pressure.

Consumption: shows current, previous hour and average consumption

Torque management: the screen displays how torque is distributed to the rear wheels

Temperatures: the screen shows the real-time temperatures of the engine, carbon-ceramic braking system and transmission.

**Sound system**

MCPURA is equipped with a six-speaker premium unbranded sound system as standard and with a high-quality Made in Italy 12-speaker Sonus faber sound system as an optional extra.

The basic sound system comprises six speakers:

• two tweeters on the door panels

• two mid-range speakers on the door panels

• two woofers on the door panels.

**Technical specifications tables MCPura**

|  |  |  |
| --- | --- | --- |
| **Dimensions and weights** | | |
| Length | | 4667 mm |
| Width (with side mirrors) | | 2178 mm |
| Width (without side mirrors) | | 1965 mm |
| Height | | 1226 mm |
| Wheelbase | | 2700 mm |
| Front track | | 1681 mm |
| Rear track | | 1649 mm |
| Front overhang | | 1075 mm |
| Rear overhang | | 892 mm |
|  | |  |
| Turning circle | | 11.8 m |
| Boot capacity, Rear | | 100 L |
| Boot capacity, Front | | 50 L |
| Fuel tank capacity | | 60 L |
| Kerb weight | | 1475 kg |
| Weight distribution, Front/Rear | | 40% / 60% |
| \* European market version | |  |
| **Tyres** | | |
| Front | | 245/35 R20 |
| Rear | | 305/30 R20 |
| **Engine** | | |
| Number of cylinders and layout | V6 | |
| Displacement | 3,000 cc | |
| Bore | 88 mm | |
| Stroke | 82 mm | |
| Compression ratio | 11:1 | |
| Max. power output | 630 CV | 621 hp | 469,8 kW | |
| Engine speed at max. power output | 7,500 rpm | |
| Peak torque | 730 Nm | |
| Engine speed at peak torque | 3,000 - 5,500 rpm | |
| **Transmission** | | |
| Transmission | DCT 8 gears | |
| Gear ratio | 2.905/ 1.759/ 1.220/ 0.878/ 0.653/ 0.508/ 0.397/ 0.329  R 2.632:1 | |
| Final ratio | 5,174 | |
| **Performance** | | |
| Top speed | >325 km/h | |
| Acceleration, 0 to 100 km/h | < 2.9 | |
| Stopping distance, 100 km/h – 0 | < 33 m | |
| **WLTC** | | |
| Fuel consumption (Combined cycle), L/100 km | 11,5 | |
| Fuel consumption (Low cycle), L/100 km | 20,5 | |
| Fuel consumption (Medium cycle), L/100 km | 12,2 | |
| Fuel consumption (High cycle), L/100 km | 9,9 | |
| Fuel consumption (extra-High cycle) , L/100 km | 9,2 | |
| CO2 emissions (Combined cycle), g/km | 261 | |
| CO2 emissions (Low cycle), g/km | 464,4 | |
| CO2 emissions (Medium, cycle), g/km | 276,1 | |
| CO2 emissions (High cycle), g/km | 223,7 | |
| CO2 emissions (extra High cycle), g/km | 208,4 | |

**Technical specifications tables MCPura Cielo**

|  |  |  |
| --- | --- | --- |
| **Dimensions and weights** | | |
| Length | | 4667 mm |
| Width (with side mirrors) | | 2178 mm |
| Width (without side mirrors) | | 1965 mm |
| Height | | 1214 mm |
| Wheelbase | | 2700 mm |
| Front track | | 1680 mm |
| Rear track | | 1648 mm |
| Front overhang | | 1075 mm |
| Rear overhang | | 892 mm |
|  | |  |
| Turning circle | | 11.8 m |
| Boot capacity, Rear | | 100 L |
| Boot capacity, Front | | 50 L |
| Fuel tank capacity | | 60 L |
| Kerb weight | | 1560 kg |
| Weight distribution, Front/Rear | | 39.5% / 60.5% |
| \* European market version | |  |
| **Tyres** | | |
| Front | | 245/35 R20 |
| Rear | | 305/30 R20 |
| **Engine** | | |
| Number of cylinders and layout | V6 | |
| Displacement | 3,000 cc | |
| Bore | 88 mm | |
| Stroke | 82 mm | |
| Compression ratio | 11:1 | |
| Max. power output | 630 CV | 621 hp | 469.8 kW | |
| Engine speed at max. power output | 7,500 rpm | |
| Peak torque | 730 Nm | |
| Engine speed at peak torque | 3.000 - 5.500 rpm | |
| **Transmission** | | |
| Transmission | DCT 8 gears | |
| Gear ratio | 2.905/ 1.759/ 1.220/ 0.878/ 0.653/ 0.508/ 0.397/ 0.329  R 2.632:1 | |
| Final ratio | 5,174 | |
| **Performance** | | |
| Top speed | >320 km/h | |
| Acceleration, 0 to 100 km/h | 2,9 | |
| Stopping distance, 100 km/h – 0 | < 33 m | |
| **WLTC** | | |
| Fuel consumption (Combined cycle), L/100 km | 11,703 | |
| Fuel consumption (Low cycle), L/100 km | 20,996 | |
| Fuel consumption (Medium cycle), L/100 km | 12,317 | |
| Fuel consumption (High cycle), L/100 km | 9,827 | |
| Fuel consumption (extra-High cycle), L/100 km | 9,493 | |
| CO2 emissions (Combined cycle), g/km | 265,00 | |
| CO2 emissions (Low cycle), g/km | 475,85 | |
| CO2 emissions (Medium, cycle), g/km | 278,93 | |
| CO2 emissions (High cycle), g/km | 222,43 | |
| CO2 emissions (extra High cycle), g/km | 214,84 | |