

Brezza 72 — Powertrain & Charging



Battery pack	72 kWh NMC — 68 kWh usable
Architecture	800 V — ASSB-ready envelope
Motor	1× PM synchronous, rear (Bosch eAxle target)
Output	300 kW / 402 hp — 500 Nm
0–100 km/h	4.6 s
Top speed	250 km/h
Range (WLTP)	480 km — EPA target 265 mi
DC charging	270 kW peak — 10–80% in 19 min
AC charging	11 kW onboard — 22 kW option

All values are illustrative concept design targets pending engineering validation and homologation. Pricing excludes taxes and delivery.

Brezza 72 — Chassis & Body



L / W / H	4,920 / 1,975 / 1,360 mm
Wheelbase	2,950 mm
Curb mass (target)	2,050 kg
Suspension	Double wishbone F — multilink R, adaptive dampers
Brakes	6-piston F, 380 mm — regen blending
Wheels / tires	20" F / 21" R staggered
Drag coefficient	0.26 Cd target
Cargo	310 L rear + 80 L frunk

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Brezza 72 — Cabin & Technology



Seating	4 — executive 2+2, Rosso Passione leather
Roof	Panoramic glass — PV option
Display	12.3" cluster + 14" central + HUD
ADAS	L2+ — highway assist, OTA
Audio	1,200 W 19-speaker Italian audio
E/E	Zonal architecture — full OTA — V2L 3.6 kW

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Tempesta 135 — Powertrain & Charging



Battery pack	135 kWh — 128 kWh usable
Cell path	NXS ASSB strategic — NMC fallback qualified
Motors	2× PM synchronous — torque-vectoring AWD
Output	500 kW / 670 hp — 1,050 Nm
0–100 km/h	2.9 s
Top speed	290 km/h
Range (WLTP)	710 km — EPA target 400 mi
DC charging	350 kW peak — 10–80% in 18 min
AC charging	22 kW onboard

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Tempesta 135 — Chassis & Body



L / W / H	4,920 / 1,975 / 1,360 mm
Wheelbase	2,950 mm
Curb mass (target)	2,320 kg
Suspension	Adaptive air — 3 ride heights
Brakes	Carbon-ceramic option — 410 mm F
Wheels / tires	21" F / 22" R staggered
Drive modes	Pioggia / Strada / Sport / Corsa
Cargo	310 L rear + 80 L frunk

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Tempesta 135 — Cabin & Technology



Seating	4 — executive 2+2, carbon shell sport seats
Roof	Panoramic glass — PV option
Display	12.3" cluster + 14" central + AR HUD
ADAS	L2+ — highway assist, OTA
Audio	1,600 W 23-speaker reference audio
E/E	Zonal — full OTA — V2L 3.6 kW / V2H ready

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Altura 135 — Powertrain & Charging



Battery pack	135 kWh — 128 kWh usable
Architecture	800 V — ASSB-ready envelope
Motors	2× PM synchronous — AWD, off-road calibration
Output	470 kW / 630 hp — 950 Nm
0–100 km/h	3.6 s
Range (WLTP)	640 km — EPA target 355 mi
DC charging	350 kW peak — 10–80% in 18 min
PV roof	Photovoltaic glass — auxiliary energy
Towing	2,500 kg braked

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Altura 135 — Chassis & Body



L / W / H	4,990 / 1,990 / 1,610 mm
Wheelbase	3,000 mm (NXS hardpoint)
Ground clearance	175–230 mm — air suspension
Curb mass (target)	2,480 kg
Drive modes	Strada / Neve / Terra / Sabbia + hill descent
Wheels / tires	21" — all-terrain option
Body	Mixed steel/aluminium — repairable panels
Cargo	620–1,880 L modular + 90 L frunk

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Altura 135 — Cabin & Technology



Seating	4-seat lounge ■ 6-seat family — <60 s conversion
Rails	NXS modular rear architecture — quick-release
Modules	Seat / cargo / fleet / adventure modules
Display	12.3" cluster + 14" central + rear panel
ADAS	L2+ — geofenced autonomy roadmap (ag/fleet)
E/E	Zonal — full OTA — V2L 7.2 kW / V2H ready

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Stellare — Road powertrain & energy



Battery	180 kWh gross / 170 kWh usable — solid-state research target
Electrical architecture	1,000 V dual-isolated road / aviation buses
Road drive	Dual-motor torque-vectoring AWD
Peak road output	600 kW / 805 hp — 1,200 Nm
0–100 km/h	2.8 s target
Road top speed	300 km/h target
Road-only range	750 km target — no WLTP / EPA validation
DC / AC charging	450 kW peak / 22 kW onboard targets
10–80% DC	20 min target — charging curve unvalidated
Energy export	V2L 11 kW / V2H readiness, ground mode only

Stellare is a speculative road-and-flight design study, not a certified or flight-tested vehicle. Every performance figure is a proposed engineering target, not a measured result. Road and flight ranges are separate full-charge scenarios and cannot be added together. No price, deposit or delivery date is announced.

Stellare — Flight system



Configuration	Wing-assisted electric VTOL; four guarded tilting rotor units
Flight power	1,200 kW peak total / 400 kW cruise target
Flight-only mission range	150 km target with separate 20-min reserve allowance
Cruise / maximum airspeed	220 / 260 km/h targets
Mission endurance	40 min nominal + 20-min reserve target
Operating altitude	Up to 1,500 m AGL target; airspace approval required
Takeoff mass / payload	3,300 kg MTOM / 400 kg payload targets
Occupants	Up to 4 including licensed pilot, within payload limit
Deployed span	8.2 m target — folded road width 2.05 m
Landing area	15 × 15 m obstacle-free approved pad target
Transition	Stationary wing deployment; locks and rotor checks before takeoff
Weather envelope	Day VFR concept; no icing, storms or severe wind

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Stellare — Chassis, aero & all-terrain road use



Road L / W / H	5,100 / 2,050 / 1,650 mm targets
Wheelbase / empty mass	3,100 mm / 2,900 kg targets
Structure	Carbon-composite safety cell; repairable aluminium panels
Ground clearance	180–280 mm adaptive air target
Road modes	Strada / Sport / Neve / Terra / Sabbia
Wheels	22-inch white forged aero wheels; black road tires
Braking	Carbon-ceramic brakes with regenerative blending
Signature aero	Triple side airflow blades, active rear spoiler, folding wings
Cargo / towing	500 L + 100 L frunk targets; towing not proposed

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Stellare — Bianco Perla cabin & technology



Exterior	Pearl white
Interior	All-white nappa, carpets, headlining and console
Seating	Four individual executive seats with flight-rated restraint target
Canopy	Panoramic electrochromic glass; auxiliary PV research
Displays	15-inch driver / 17-inch center / augmented-reality HUD targets
Audio	2,000 W / 28-speaker reference system target
Road assistance	L2+ driver-supervised highway assistance target
Flight interface	Pilot-supervised stabilization, navigation and landing assistance
Climate	Heat pump; battery and cabin preconditioning

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Stellare — Safety, certification & development gates



Redundancy research	Independent power buses; redundant controls and sensors
Emergency systems	Controlled-landing and ballistic parachute feasibility studies
Ground interlocks	Rotor isolation, wing-lock sensing and pedestrian exclusion
Road approval	FMVSS / CMVSS and relevant regional type approval pending
Aviation approval	FAA / Transport Canada / EASA pathway to be determined
Pilot / operations	Applicable pilot qualification and authorized sites required
Validation gates	Mass / energy closure → rotor rig → unmanned testing → certification
Availability	Research concept only; no sale, price or delivery commitment

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