

# Product Information

*GTCC4* **LUSSET**



September 2016



## **GTC4LUSSO**T Product Informations

Comunicazione Marketing di Prodotto N. 03/2016  
Maranello, September 2016

Dear Colleagues,

This document provides you with the main product features of the new **GTC4LUSSO**T which is now available to order.

Best regards,

Pietro Virgolin

A handwritten signature in black ink, appearing to read "Pietro Virgolin".



## **GTC4LUSSOT** Product Informations

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# Product concept and client profile



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**GT4LUSO T**

**PRODUCT CONCEPT**

GTC4LUSSO T is a whole new concept in the Ferrari range and also the first four-seater in the marque's history to sport a V8 turbo engine. Specifically, the GTC4LUSSO T was designed to be the most agile, responsive and fun-to-drive four-seater ever, thanks to a slew of unique and innovative content, not least its V8 turbo which delivers razor-sharp responsiveness and a seductive soundtrack and four-wheel steering. It is also lighter than a V12 GT.

## TARGET CLIENT

The concept was developed specifically for clients seeking an extremely dynamic, high performance, absolutely authentic Ferrari that would also be exceptionally versatile thanks to four comfortable seats, a luxurious cabin and the long range and usability guaranteed by a V8 turbo engine.

Clients that would choose the new concept drive their cars less in very low grip situations, such as snow and ice, than owners of the V12, 4RM-equipped GTC4LUSSO and thus are less interested in four-wheel drive. They do, however, demand dynamic, exhilarating driving of the kind delivered by rear-wheel drive, four-wheel steering, a lighter car and an increased weight bias towards the rear. They particularly appreciate the talents of the V8 turbo which is ideal for day-to-day use in urban settings: a rich powerful soundtrack in acceleration that becomes more muted at lower speeds, rapid pick-up from low revs courtesy of versatile, modular torque delivery and, last but not least, longer range and lower fuel consumption.

GTC4LUSSO T clients will predominantly live in areas where four-wheel drive won't be as necessary as for the V12 owners. They are also younger than the latter, with an age bracket of between 30 and 40.

These clients already have experience with V8 turbo cars and those of over 500 horse power and, specifically, new arrivals will be coming to us from the Porsche Panamera Turbo, Bentley GT V8 and Mercedes S- Class coupé 63 AMG.

What they do share with the V12 GT clients is an interest in long journeys and the ability to use the car mostly with four occupants. For this reason, they won't compromise on four comfortable seats, a large boot and powerful, cutting-edge infotainment system.

The adoption of the 3.9-litre V8 and the car's reduced emissions make it very competitive on all the markets where higher emissions vehicles are heavily taxed.

## BENCHMARK COMPETITOR

The GTC4LUSSO T is the most high performance car in its segment and is Best in Class for all the main performance indicators.

It also boasts a string of innovative technical features unique in the segment, such as the 4WS, the latest evolution of the SSC, carbon-ceramic brakes, Magnaride suspensions, the E-Diff and a DCT.

	GTC4LUSSO T	MERCEDES S63 AMG	BENTLEY CONTINENTAL GTS V8	PORSCHE PANAMERA TURBO
POWER @ RPM	610 CV@7.500 RPM	585 CV@5.500 RPM	528 CV@ 6.000 RPM	550 CV@ 6.000 RPM
SPECIFIC POWER	158CV/l	107CV/l	132CV/l	138CV/l
0-100 KM/H	3,5	3,9	4,8	3,8
0-200 KM/H	10,8	-	-	-
MAX. SPEED	325 KM/H	250 KM/H	309 KM/H	360 KM/H
WEIGHT/POWER	2,8	3,3	4,1	3,5
MAIN FEATURES	4WS ST Standard	-	-	4WS OPT
	Carbon-ceramic brakes AS Standard	Carbon-ceramic brakes OPT	Carbon-ceramic brakes OPT	Carbon-ceramic brakes OPT
	DCT + EDIFF	Automatic no EDIFF	Automatic no EDIFF	DCT + EDIFF
	DCT	Automatic	Automatic	DCT
	SSC	-	-	-

## RANGE COMPARISON

	GTC4LUSSO T	GTC4LUSSO	CALIFORNIA T
CLIENT	50% New Ferrari Clients	40% New Ferrari Clients	60% New Ferrari Clients
DISTINCTIVE PURCHASE MOTIVATOR	<ol style="list-style-type: none"> <li>1. Performance</li> <li>2. Driving pleasure</li> <li>3. Versatility</li> <li>4. Design</li> <li>5. In-car comfort</li> </ol>	<ol style="list-style-type: none"> <li>1. Performance and 4RM</li> <li>2. Versatility</li> <li>3. Image</li> <li>4. Design</li> <li>5. In car comfort</li> </ol>	<ol style="list-style-type: none"> <li>1. Performance</li> <li>2. Versatility</li> <li>3. Design</li> <li>4. In car comfort</li> <li>5. Attention to detail</li> </ol>
PREVALENT USE	Younger client base than the V12 version. Uses car day-to-day often with 4 occupants, including on long journeys, and is thus interested in longer range. Does not use in low-grip contexts but is seeking more dynamic, compelling driving.	Purist V12 client focused on the exclusivity of the soundtrack and performance plus V12 engine heritage. Makes frequent use of car, including in low-grip situations (snow/ice) and thus seeks maximum performance and stability.	Client appreciates possibility of using car frequently and likes the elegant yet not extreme design. Likes drop-top driving and the versatility of RHT. Often uses car in company or with small children.
MODE OF USE	<ul style="list-style-type: none"> <li>•Predominantly with 4 occupants</li> <li>•In town/city</li> <li>•Long journeys, winding roads</li> </ul>	<ul style="list-style-type: none"> <li>•Predominantly with 4 occupants</li> <li>•In low-grip contexts (e.g. mountains with ice/snow)</li> <li>•Long journeys, winding roads</li> </ul>	<ul style="list-style-type: none"> <li>•Everyday</li> <li>•Two occupants or small children</li> <li>•In town/city or weekends</li> </ul>





# Engine



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***GTC4LUSSO T***

**ENGINE**

The GTC4LUSSO T's new engine is the latest evolution to emerge from the V8 turbo family named the 2016 International Engine of the Year.

The GTC4LUSSO T heads its category in terms of maximum and specific power output. The 3,855 cc power unit is both compact and efficient, developing 610 cv at 7,500 rpm, resulting in a specific power output of 158 cv/l. To achieve these performance levels, the Ferrari technicians worked on several different fronts:

- Pressure inside the combustion chamber maximised thanks to the adoption of new pistons and con rods in high-resistance aluminium alloy

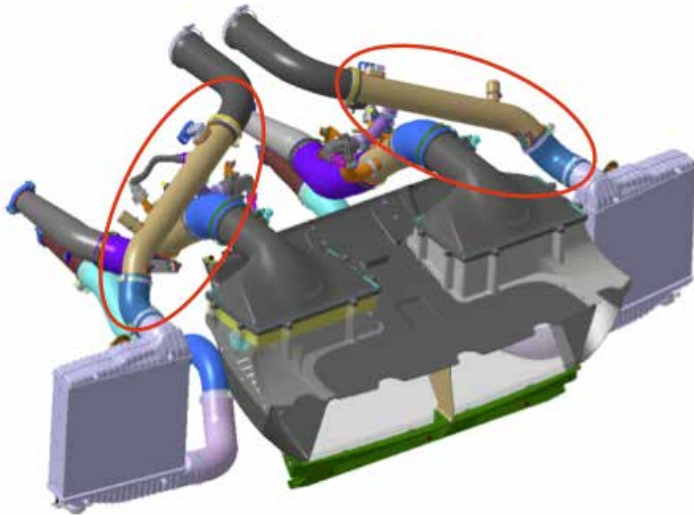


- Reduction of losses in the exhaust system via the use of pipes with an average diameter of 70mm;



## ENGINE

- Reduction of losses in the intake system via a new more linear high- and low-pressure air ducts in the intake system to minimise losses



- The adoption of a new intercooler with I-shaped architecture to simultaneously increase air cooling and minimise fluid-dynamic losses, thereby boosting engine performance.



Despite these impressive performance figures, the GTC4LUSSO T delivers fuel consumption of 11.6 l/100km, which translates into 780 km of driving on a fuel tank (+190 km vs GTC4LUSSO with V12). Lastly, emissions have also been reduced to 265gCO<sub>2</sub>/km (-27% vs GTC4 LUSSO with V12).

## INSTANT THROTTLE RESPONSE

Like all Ferraris, the GTC4LUSSO T delivers instantaneous throttle response of under <1 second. This is the direct result of the adoption of innovative solutions such as:

- A flat-plane crankshaft, which with its compact size and lower rotating mass, improves fluid-dynamics.
- compact turbines which thus have a lower moment of inertia
- Twin-scroll technology directs the exhaust gases from each cylinder through separate scrolls and increases the pressure of the exhaust pulses for maximum power.
- a three-piece cast exhaust manifold and turbo housing, the former with equal-length pipes to optimise pressure waves in the turbine



Flat-plane crankshaft and three-piece cast exhaust manifold and turbo housing



The turbine

## EFFICIENCY

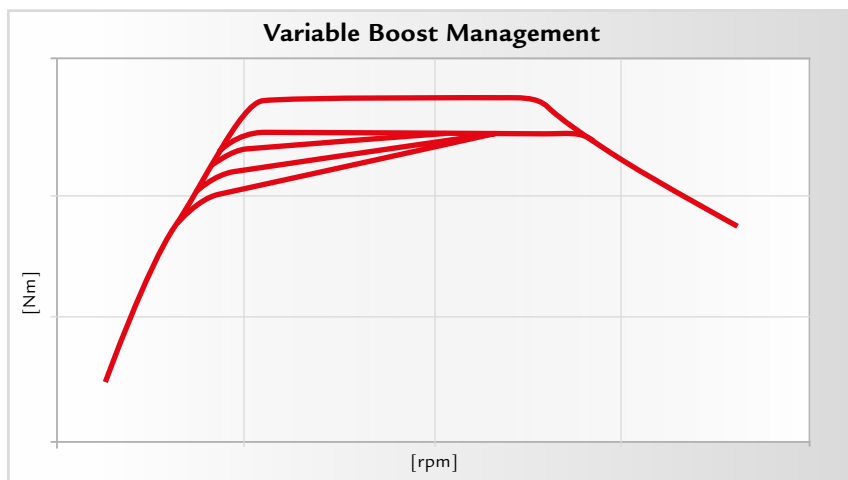
Exceptional performance right across the rev range is guaranteed by:

- maximised combustion efficiency thanks to high-tumble intake manifolds, specifically shaped to improve air entry to the combustion chamber, and an ion-sensing system with adaptive ignition and multi-spark functionality which optimises combustion both under high and partial loads across the engine's rev range.
- Optimised mechanical efficiency is guaranteed by a variable-displacement oil pump that supplies oil at either high pressure or low pressure, reducing the hydraulic power requirements by up to 30 per cent compared to a conventional pump, and a valvetrain with roller finger followers to reduce the power absorbed by the cylinder heads by 10 per cent at low revs.

## VARIABLE BOOST MANAGEMENT

One of most innovative features of the GTC4LUSSO T's V8 turbo is Variable Boost Management, a control software that adjusts torque delivery to suit the gear selected, delivering increasingly powerful pick-up as revs rise, whilst optimising fuel consumption.

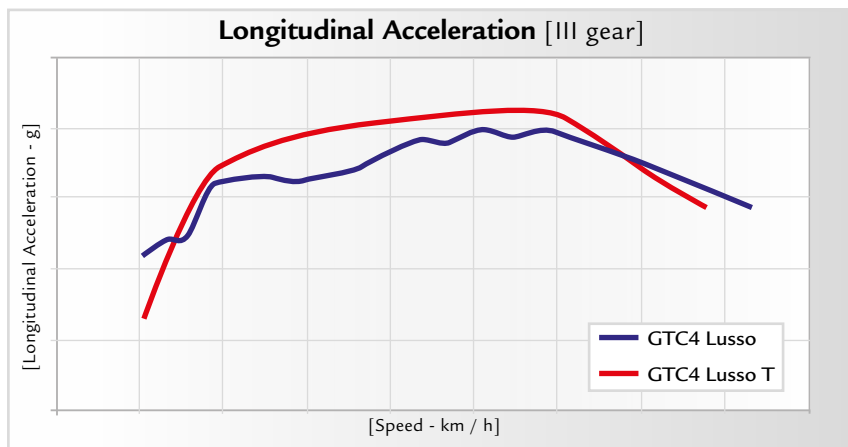
As the car goes up through the gears (from 3rd to 7th), the amount of torque delivered by the engine increases all the way up to 760 Nm in 7th gear. This has allowed Ferrari to adopt longer gear ratios in the higher gears, on the one hand, while adopting a steeper torque curve through the rev range in the lower gears for a feeling of smooth, consistent pick-up. The result is that fuel consumption is optimised but without impinging on driving pleasure and exhilaration.



## VARIABLE BOOST MANAGEMENT

In addition to zero turbo lag which guarantees blistering throttle response, variable torque curves mean that longitudinal acceleration is consistent through the ratios, increasing smoothly with engine speed, resulting in a feeling of vivid progressive acceleration as the gears shift up.

Peak acceleration is 6% higher than with the V12 thanks to the wider power band typical of a turbo-charged engine

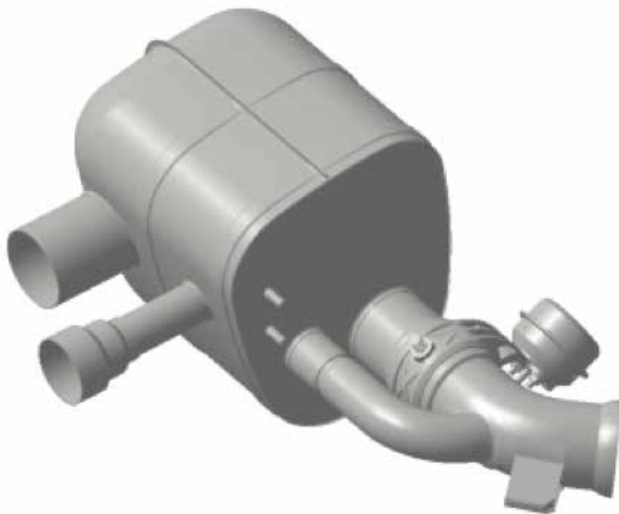


## SOUND

By tradition, every single Ferrari engine has its own particular soundtrack to make it unique. This is true too of the GTC4LUSSO T. In addition to the flat-plane crankshaft, which synchronises engine firing, and equal-length exhaust headers which equalise the sound, the exhaust line now features a new central section along with a larger-diameter silencer.

Thanks to the adoption of an electronically-controlled by-pass valve, the GTC4LUSSO T's soundtrack changes in line to its various uses:

- Ignition: the valve stays closed to deliver a muted, moderate sound
- Comfort Manettino position: the valve opens to a moderate degree to produce a marked, recognisable sound that still won't be out of place in an urban context
- Sport position: the valve opens and produces:
  - a sportier, more seductive sound from the lowest engine speeds all the way up to the red-line.
  - a higher engine sound and during up and down-shifts.





## TECHNICAL SPECIFICATIONS

Thus the new power unit can punch out 610 CV at 7,500 rpm, delivering 760 Nm of maximum torque, while it emits 265 g of CO2 per km. These technical figures and characteristics put the Ferrari GTC4LUSSO T's V8 turbo to the top of its category.

	GTC4LUSSO	GTC4LUSSO T
No. cylinders and displacement [cc]	Naturally-aspirated V12 6.262 l	V8 turbo 3855 l
Max. power [cv]	690 @8000 rpm	610 @7500 rpm
Max. specific power output [cv/l]	110	158
Max. Torque [Nm]	697 @5750 rpm	760 @3000-5250 rpm
Emission / CV [gr/km/CV]	0,51	0,43



# Vehicle dynamics



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**GT4LUSO T**

## VEHICLE DYNAMICS

The introduction of the V8 Turbo to the GTC4LUSSO family provided an opportunity to diversify and offer new points of interest whilst remaining consistent with the handling characteristics laid down by the V12 version. The new car has specific vehicle dynamics both in terms of longitudinal and lateral acceleration derived from technical characteristics and content that are unique in its segment, not least the V8 turbo, rear-wheel steering, integrated control of all dynamic components, lower weight and increased weight bias towards the rear. Specifically:

### **Lateral dynamics:**

Lighter overall weight, increased weight bias towards the rear and specifically calibrated 4WS and SCM – E control systems deliver a more agile car with very low roll and a reduction in steering wheel correction and the latter's frequency. The 4WS (rear-wheel steering) in particular delivers sharper response to steering wheel inputs both entering and exiting corners thanks to the fact that the rear wheels steer in the same direction as the front ones at medium and high speeds and in the opposite direction at low speeds. The result is a more responsive, dynamic, fun-to-drive car.

### **Longitudinal dynamics:**

The feeling of longitudinal performance in this new model has been enhanced at low speeds by Variable Boost Management and underscored by throttle response with zero turbo lag. Longitudinal acceleration is higher at low speeds and, thanks to variable torque curves (VBM) between 3rd and 7th gear, is consistent through the ratios, increasing smoothly with engine speed. Going up through the gears, when there is a shift to a longer ratio and revs fall, the associated torque increases to keep the sense of smooth progressive acceleration.

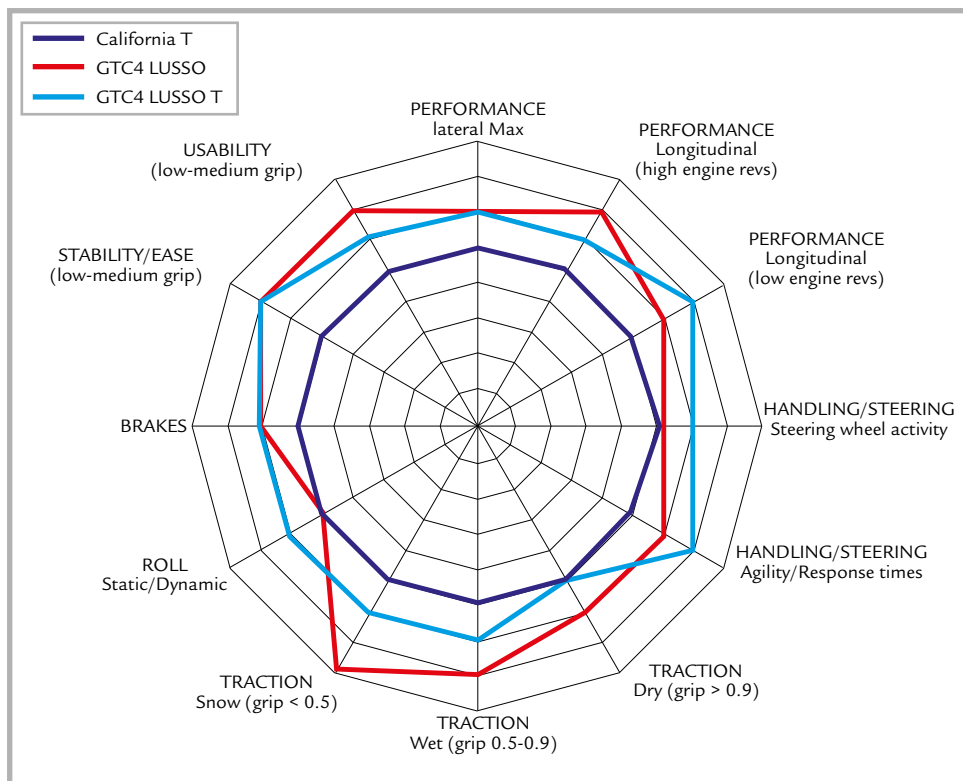
## VEHICLE DYNAMICS

### Compared to the GTC4 LUSSO:

- More nimble both entering and exiting corners, thanks to weight reduction and specifically calibrated 4WS
- Reduction in the amount of steering wheel correction needed and its frequency thanks to specific calibration of 4WS and SCM-E
- Lower weight means less roll
- Sharper responsiveness to specific 4WS and SCM-E calibration

### Compared to the California T:

- Improved longitudinal and lateral performance
- Feels more sporty (agility, response time, roll) from Sport position upwards
- More versatile and usable, thanks to E-Diff integrated with SSC which significantly improves traction on low grip surfaces (snow - wet)



## CONTENTS

GTC4Lusso T includes a series of innovative content:

- F1-Trac integrated with E-Diff
- Rear-wheel steering
- 5-position Manettino
- SCM-E
- SSC3: integration of all previous controls aimed at a single cluster of dynamic objectives governed by Side Slip Control
- Variable Boost Management
- ESC 9.0 premium which includes ABS + EBD and ESC system

### **F1-Trac with Ediff**

The integration of the F1-Trac and E-Diff electronic differential, like all the other systems governed by the SSC4, optimises traction and torque delivery to the outside and inside rear wheels. This system also makes the car more driveable on medium grip surfaces.

### **4WS**

Like the GTC4 Lusso, the control system, which is integrated with the SSC, uses a dynamic response control model designed to deliver the car's signature characteristics, such as its agility and faster response to steering wheel inputs. Going into corners, for instance, the 4WS, controls rear-wheel steering to deliver faster, more consistent responses to steering wheel inputs (feeling of a "shorter" car in the former case and of a more "predictable" car in the latter regardless of driver input).

In a nutshell, compared to the GTC4 Lusso:

- Steering wheel activity indicator: -2.5%
- Responsiveness: +6.5%

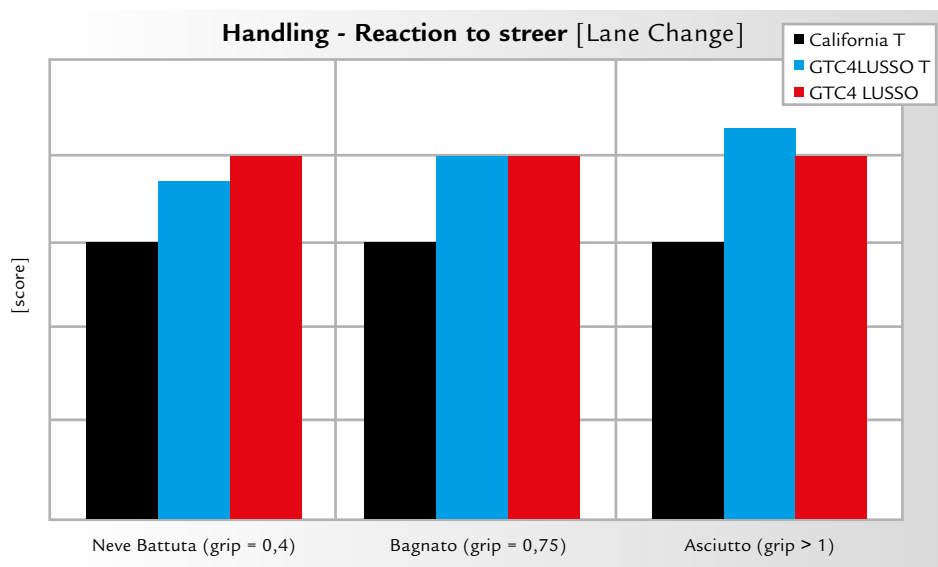
## CONTENTS

**Manettino**

As with the GTC4LUSSO, the five Manettino positions (Ice, Wet, Comfort, Sport, ESC OFF) underscore the potential of the car's architecture and onboard systems, particularly the rear-wheel steering and electronic differential (E-Diff).

In low grip situations, the combined effect of the two systems is that torque is efficiently split between the two rear wheels, controlling slip. This is of pivotal importance particularly in critical situations such as wet roads or those covered in hard-packed snow.

In both high and low grip situations, the rear-wheel steering makes turning in, cornering and exiting corners more effortless, by ensuring yaw angle is more predictable with an instant reduction in the amount of steering wheel correction needed and its frequency.



**CONTENTS****Magnaride SCM-E dampers**

The Magnaride SCM-E damper control system is the same as on the GTC4Lusso and represents the state-of-the-art in control algorithm development. On the GTC4Lusso T, body control is governed by a control model adapted to the new car's weight distribution and suspension characteristics, and which optimises the tyre contact based on the sensitivity to vertical frequencies. The distribution of damping front to rear is entrusted to the SSC3 control.

**SSC3 (Side Slip Control)**

The SSC3 delivers a precise estimate of side slip to all onboard systems (F1-TCS, E-Diff, SCM-E and 4WS) which, as with the GTC4LUSSO, is then used to coordinate interventions and ensure the car's behaviour is more precisely tailored to the various dynamic situations it encounters, be it in more linear fun-to-drive situations or on the limit.

Aesthetically, the GTC4LUSSO T has new 20" optional forged wheels designed especially for it and also optional tailpipes with a signature shape.



# Aerodynamics



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**GTC4LUSSOT**



## AERODYNAMICS

From the very earliest stages of its design, the aerodynamics research carried out on the GTC4LUSSO T went hand-in-glove with the development of its styling which clearly underscores the importance of the functional aspects of all the modifications made to both bodywork and underbody.

The main focus of the aerodynamic development work was drag reduction. Thanks to in-depth CFD modelling and numerous wind tunnel sessions, an improvement of over 6% was made on the already-challenging Cd figure achieved with the previous version.

The key areas of focus for the aerodynamic development were:

- Correct management of internal flows and, most particularly, the impact of the air intakes and vents;
- The upper spoiler and its interaction with the roof/rear window area
- The rear diffuser.



The engine's additional power and the need to improve cooling of the radiating masses at the front of the car demanded in-depth analysis to improve efficiency whilst still guaranteeing the correct amount of air flow. To minimise the impact on the drag of the air intakes on the front bumper, the designers chose to integrate the various functions in a single, but larger grille. This choice had two major advantages:

- The air intakes are centred towards the centre line of the car to make more efficient use of the high overall pressure values typical of this area, thereby cutting the width of the side intakes by 50%.
- This turned the side sections of the bumpers, which represent the section with the greatest curvature, into one single smooth surface which improves the management of the flow in front of the wheels, thereby reducing drag.

## AERODYNAMICS

On the flanks, the FF engine compartment's hot air vent has been radically transformed by the addition of a three-louvred element. The louvres actually increase extraction power thanks to the vorticity of the external air passing over their surface. The duct behind the louvres leads back to the engine compartment and helps dissipate the heat produced. The louvres angle and channel the turbulence of the venting air flow which helps reduce the Cd.

The other key area worked on to reduce drag was the tail of the car. The adoption of a spoiler integrated with the rear hatch, in fact, is pivotal to the correct management of the car's wake. The spoiler distributes the air flow from the roof, partly deflecting it upwards and partly energising it to encourage it to flow over the rear screen to the lower spoiler which finally separates the flow from the car. This system reduces the lower pressure area over the screen and the resulting drag. Furthermore it guarantees that the rear windscreen wiper system works efficiently.

The diffuser on the underside of the rear bumper exploits the pressure system created by the spoiler to facilitate and accelerate the air flow over the underbody. The diffuser's keel shape and vertical fences channel the flow towards the centre, reducing the width of the wake and, once again, cutting drag.

Slots in the keel bring the energised flow crossing the diffuser into contact with the flows from inside the car, mixing them as they exit. This guarantees adequate cooling of the mechanical components in the gearbox and of the 4RM-S system's actuators.

Both spoiler and diffuser help improve the car's handling. In fact, their combined action moves the centre of the various pressures acting on the car towards the rear axle, increasing the grip of the steered rear wheels.



# Design



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**GT4 LUSO T**

## FERRARI GTC4LUSSO – DESIGN OVERVIEW

Few people will object that when the Ferrari FF was initially shown to the public back in 2010, it marked a radical departure compared to the 612 Scaglietti it replaced in the range. Its full four-seater layout stretched over a long wheelbase chassis with four-wheel drive was radically styled as a voluptuous “shooting brake” coupé, while remaining true to the two-door coupé concept befitting a proper V12 Ferrari grand tourer.

Taking its place as the next-in-line at the top of the Ferrari GT model range is the GTC4LUSSO T. The form of the new car, designed under the direction of Flavio Manzoni, Director of Ferrari Design, underlines the model’s innovative character and original architecture, with a stronger focus on sophistication, stance and overall refinement. The drama is all there, only with added flair. And to complement an entirely revised body style gaining in maturity and assuredness, the flagship front-engine V12 tourer packs in a fantastic new interior which sets an advanced standard for the class and will make travelling on board a truly grand experience.



## EXTERIOR DESIGN

The initial brief was to concentrate efforts first and foremost on those key elements that make a car truly stand out from the crowd: proportion and stance. The new GTC4LUSSO T represents a purer take on the shooting brake theme than its predecessor, leaning much more towards the coupé form and adopting a more intrinsically dynamic volume. This was achieved by working on the set of lines that generate the tapering rear volume of the extended cabin, lowering the roofline visually, while at the same time losing none of the class-leading headroom for the rear passengers. Every subtle nuance was honed to achieve the flowing fastback effect which characterizes the car, reducing sections wherever possible and pushing the boundaries of what could be achieved volume-wise – much like an engineer tirelessly seeks to squeeze out the very last gram of unwanted weight.

Even before these meaningful subtleties are perceived, the car is visually set in motion by the carefully-studied dynamic “imbalance” of the masses above the waistline, its inherent tension wholly expressed by the rearward shift of the greenhouse. The extra-long bonnet gives a sense of potency while, below the waistline, the stance is stabilized by harmoniously-balanced front and rear overhangs. Heart of the design is the way it communicates visually the sheer dynamic abilities of the GTC4LUSSO T, even when at a standstill, whether you are looking at it from up close or at a hundred metres’ distance.



This work on the volumes is enhanced graphically by the design of the DLO (Day-Light Openings, i.e. the windows’ outline) which accompanies the forms naturally and further guides the eye to underline the tapering of the greenhouse. Everything converges to make the car seem even more nimble, the lines more dynamic. The careful integration of aero devices sees the roof line finish with a functional, offset rear spoiler which provides both aerodynamic and visual stability as well as a sense of sportiness.

## EXTERIOR DESIGN

The surface language was central to the entire design process and the formal treatment of the bodywork was honed painstakingly to achieve purity and flow, to enhance the drama of the overall shape. The car appears forged out of a rapidly solidifying block of molten metal, yet retains an overall sense of lightness that derives from the smooth transitions from one plane to another, expertly interpreted by the highly skilled designers and modelers of Ferrari's styling centre. Particularly sensual is the shoulder movement transitioning from vertical to horizontal at the base of the A-post, then extending across the bonnet forwards to the nose of the car and on to the other side in one continuous, uninterrupted surface. Mischievously, where you would expect a traditional engine bulge, the central part of the bonnet is actually lower to underline how low the powerful V12 is mounted in the chassis.

A voluntarily modernist look and feel is clearly apparent in the design of the front end: at its core lie values embracing simplicity, abstraction, consistency and sharpness. These principles translate into a front end expression that sits very well with more traditional Ferrari styling cues.



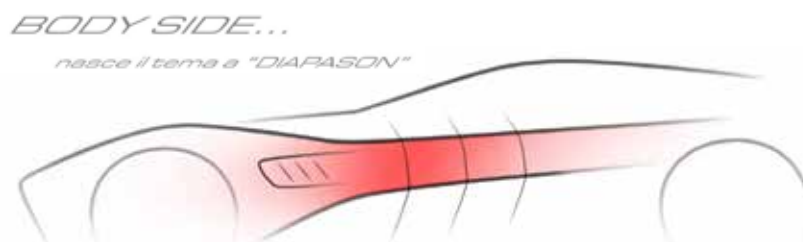
## EXTERIOR DESIGN

The full-width horizontal air intake is somewhat reminiscent of past Ferraris such as the 512BB, its outline and overall cleanliness being the natural consequence of simple volume intersection. At first glance the shape seems defined by truncating the bonnet, but the plan view reveals a more elaborate design with additional faceting at the corners. All intake functions are seamlessly concealed within the single perimeter, and subtle horizontal bars slice across as though suspended strips in a dark void. The contrast thus achieved is most effective.

In a departure from the longitudinal disposition of late model Ferrari headlights, the GTC4LUSSO T adopts front lamps that emphasize a more horizontal look, neatly integrated in the projecting hump of the muscular front wheelarches. Their dark inner bezel acts as a contrasting display case for the jewel-like detailing of the light sources and collimators within, contributing to the rich overall feel of the entire front end.

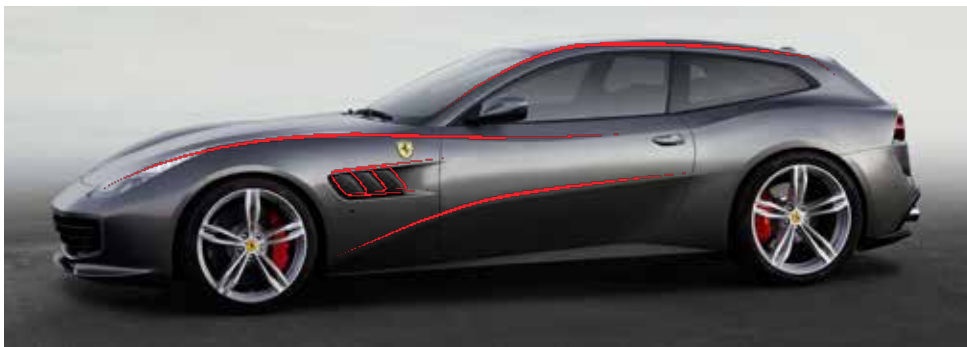


In side view, the flanks are constructed so as to create an interplay of light and shadow, with a marked crease line cutting sharply upwards from the bottom of the front wheelarch before continuing in a more gentle rise along the door. The crease is mirrored by the shoulder break line, resulting in a “diapason” theme which aims at effectively breaking the optical mass and accentuating the muscle over the front wheelarch while, at the same time, guiding the eye towards the rear in an athletic gesture.



## EXTERIOR DESIGN

The three-dimensional quality of the surfacing is kept voluntarily devoid of additional artefacts, carefully avoiding the excesses of current car design trends. The only concession to a hint of flamboyancy is the functional outlet on the front wheelarch which extracts hot air out of the engine bay. Its three distinctive forward-inclined slats, embedded in a slanted rectangle recess reminiscent of the 330 GTC, represent one of the car's most direct nods to Ferrari heritage.



As the rear three-quarter window kicks upwards above the rear wheelarch, the tapering of the cabin in plan view combines with it to create a wide, sensuous shoulder. As a result, the view from the rear oozes confidence, with the GT4 LUSSO T firmly planted on its wheels. The crisp rear end takes its strength from being built from the ground up, with a simple but effective contrast between the rear diffuser and the bodywork.





## EXTERIOR DESIGN

The coherence between the front and the rear of the car is further evident in the return to twin taillights, giving the tail a more horizontal look. The perception of a greater width results from a precise endeavour by the Ferrari Design team to tailor the proportions, to hide the vertical mass by stretching horizontal lines from side to side and to reduce the visual elements that compose the rear view, from the spoiler at the top to the diffuser at the bottom.

The superposition of the twin taillights with the twin exhaust tips at each lower corner is nothing if not pure Ferrari DNA. Likewise, the taillights are inserted within a fascia reminiscent of classic Ferraris, which evolved the aerodynamic truncated tail motif of the original 250 GTO and 250 Lusso into a marque signature through an entire generation of iconic models. To name but one, recessing the taillights under the shadow of a spoiler lip with the main fascia facing upwards brings about immediate overtones of the 288 GTO.



A true Ferrari then, one that ravishes the soul and captures the attention from afar, then delights the eye and the mind once experienced up close and personal. For the GTC4LUSSO T can only be fully understood and enjoyed to the max once behind the wheel. If the car's exterior speaks of maturity and honed refinement, the words "surprise effect" really take on their full meaning when opening its doors.

## EXTERIOR DESIGN

### Model-specific elements

On an aesthetic level, the GTC4LUSSO T differs from the GTC4LUSSO thanks to optional 20" forged with a model-specific design and also optional tailpipes with a dedicated shape.



## INTERIOR DESIGN

While it is true that all external body panels are new, the transformation inside the car is more radical still, delivering an all-new travelling experience for all on board. The cabin features a distinctive and confident look, undeniably elegant and truly iconic, in line with Ferrari's design canons.

Inside the GTC4LUSSO T you are confronted by a striking architectural layout, epitomised by the distinctive dual cockpit configuration, confident central tunnel, elegantly crafted doors and inviting sporty seats. Starting with the dashboard, both the driver and the front passenger have their own dedicated space physically emphasised by a split layout, while a central 10.25" multi-touch screen provides the ideal trait d'union in the form of a smartly inserted centrepiece. Each cockpit cell is shaped in a way to bring functions immediately to hand, the volume seemingly wrapping around closer to the occupants without being invasive: ergonomics have been studied so that each control falls within reach at the right angle and distance, with minimum motion. Inspired in part by the 488 GTB's cockpit layout, the upper volume was mirrored to offer the front passenger his own cocoon to share in the experience.

As is the case for the exterior side sculpturing, Ferrari's designers then endeavoured to break the vertical mass of the dashboard by adopting dynamic sections and a built-up effect achieved both through floating volumes and layered materials treatment. The lower volume of the dash is treated like a piece of leather-trimmed cabinetry vanishing away from the occupants' legs.

While stylish solutions featured uppermost in the designers' minds when imagining the GTC4LUSSO T's interior, the functional qualities inherently contained in the design of each element have surpassed Ferrari's highest standards, elevating them to a new level of interaction between man and machine. A great sense of unity is felt, as the cabin was conceived as a whole and, crucially, not as the sum of distinct parts.

The interior thrives on an mix of technology and craftsmanship, witness the chiseled aluminum inserts woven into the fabric of the dashboard and door panels to highlight their pure design and to concentrate services without intrusion in dedicated areas. An initial sense of surprise and discovery cajoles the newcomer as the cabin packs a lot of hidden richness in the carefully executed detailing. The spherical air vents spread at the corners of each cockpit are thus neatly complemented by a concealed central diffuser which revolves open at the touch of a button, just above the Infotainment touchscreen. Beautiful materials have been painstakingly selected and combined to enrich the atmosphere on board.

## INTERIOR DESIGN

All switchgear has been redesigned to be very tactile and self-intuitive. The spaces inside the car have been redefined, and the feeling is of an interior rhythm now developed longitudinally rather than transversely, for added sportiness. The tunnel console provides spatial division as well as a bridge linking occupants front and rear. This is the finest expression of the concept of “fast luxury”: inclusive yet comfortable, relaxing and involving at the same time, giving each passenger their own share of the journey to enjoy.

Ergonomics have been revised to take full advantage of the dual cockpit configuration, defining an environment that is both visually and tactually interactive, engaging and relaxing at the same time for the driver, passenger and rear seat occupants alike. All elements have been studied to enhance the experience, as reflected, for example, in the central tunnel which can serve a dual purpose both as an element of social aggregation or as a functional extension of the office desk. For instance, the front passenger is treated to his own generous optional display housing a plethora of functions.

Sculptural door panels are another telling element of the overall approach that permeated the whole project: their pure volume appears solid and elegant, underlined by flowing tension lines and the sophisticated inclusion of jewel-like aluminium door levers slicing through the leather.

C-shaped handles reminiscent of Ferraris past neatly complete the design, looking right at home as both a functional and stylish feature.

Of course a Ferrari wouldn't be a Ferrari without special attention being paid to the driving position, here refined with a view to command the road and engage the senses. The generous, wraparound shape of the seats guarantees maximum support in full comfort for any style of driving, while special attention has been dedicated to accessibility and coziness for the rear passengers. The graphic of the central seating area is a very modern and voluntarily restrained take on classic Ferrari themes that connoisseur will likely recognize and appreciate. All four occupants are treated to exceptional levels of refinement and spaciousness, creating an ambience akin to that of a luxurious living space.

## INTERIOR DESIGN

After two years of dedicated team work across departments, the GTC4LUSSO T also marks the debut of a brand new steering wheel which is more compact than ever thanks to a smaller central air bag. The iconic manettino is of course back and treated in a more three-dimensional manner, still inspired by the latest Formula 1 development. All integrated controls are indeed improved ergonomically, having been the subject of a lengthy validation process, making for an even sportier and self-intuitive driving experience.

The GTC4LUSSO T is a car that needs to be experienced to be fully grasped, for it delivers a unique blend of raw power and elegant sophistication. The personalised, hand-crafted design is truly befitting of a premium luxury brand such as Ferrari.





# Comfort on board



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**GTCC4LUSST**

## COMFORT ON BOARD

The on-board acoustic comfort guarantees isolation from external noise without affecting the perception of the characteristic sound of the turbo V8 Ferrari.

The improved sound insulation offers greater privacy and also allows occupants enjoy the car's audio system to the fullest, which in turn makes longer journeys safer and more comfortable.

To obtain this result, the focus from the very outset of the design process was on guaranteeing:

- A 20% improvement in rigidity of chassis attachment points.
- An improved climate-control system which is now 25% quieter thanks to optimisation of the internal fluid-dynamics within the assembly and the ducts
- Improved filtering and damping of less-pleasant frequencies through the use of leading-edge materials with targeted acoustic properties.

Another contributor to in-car comfort is the significant jump in the efficiency of the climate control system as a result of:

- A new ventilation concept that puts a vent in the central section of the dashboard.
- The introduction of a multifunctional sensor in the ceiling light. This measures sunlight, dusk, rain and, for the first time in a Ferrari, windshield fogging and humidity levels in the cabin (RLFSOSe = Rain Light AntiFogging Solar Sensor).
- New function logics for climate control software.

## COMFORT ON BOARD

A new ventilation concept was also developed to improve diffusion and uniformity of air around occupants.

The central vent allows the flow of air from the system to be slowed and distributes it more evenly throughout the cabin. However, if required, it can also be closed which activates a specific software function that concentrates and increases the flow from the traditional vents.

The sweep of the classic vents has been increased also and the air flow can now be more accurately directed.



The climate control software logics were evolved to guarantee that the system could adapt to both changing outside conditions and occupants requirements whilst remaining as discreet as possible.

To improve its sensitivity, the numbers of sensors that relay environmental information to the system has been upped to 8, thanks in part to the new RLFSOSe (Rain Light AntiFogging Solar Sensor).

Consequently, the macro-configurations the system automatically manages in response to these inputs have been boosted to 12, making the standard of 'tailored' occupant comfort it delivers much more sophisticated.

The climate control system's maximum performance levels were another area of focus and it now delivers the desired temperature 25% faster.

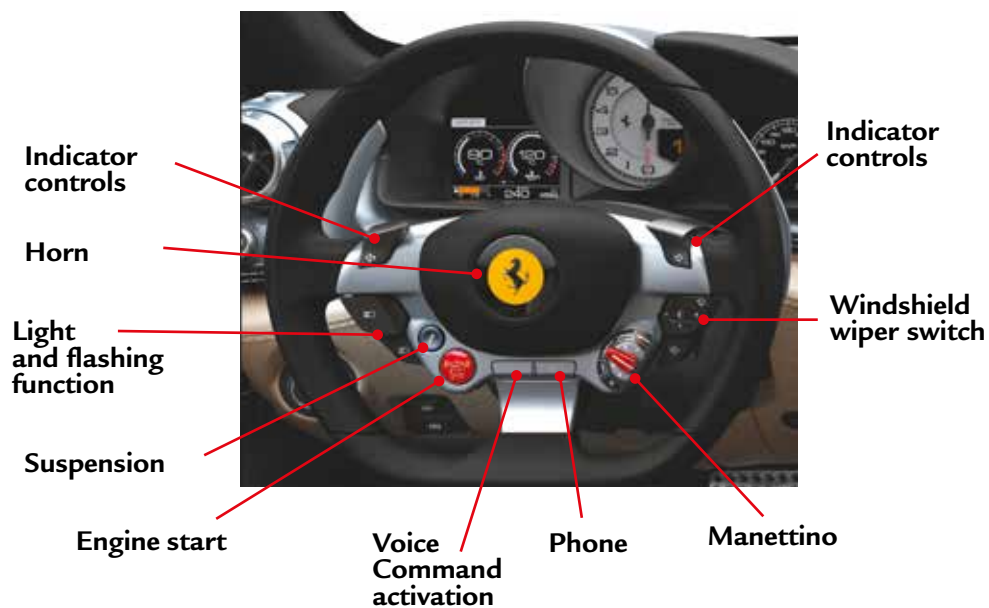


## INFOTAINMENT

The Human-Machine Interface has also evolved to suit the GTC4LUSSO T and adopts the brand-new Ferrari steering wheel for the range. The latter has been completely redesigned and, as a result, is more compact. The controls are new too and different in shape, function and positioning, all with the aim of further improving ergonomics and ease of use.

Specifically:

- The indicator controls can now also be used via paddles behind the steering wheel
- The windshield wiper switch has been moved and a roller with various different settings has been added to simplify selecting the desired function
- The horn has been moved from the outer rim to the centre of the steering wheel.



## INFOTAINMENT

To underscore the car's supreme Gran Tourer prowess, Ferrari has also given it the new ultra-intuitive infotainment system that will allow all its features be used to the fullest.

The new System includes:

- A 10.25" full HD capacitive touchscreen which allows multi-touch use with multiple fingers. Users can zoom in and zoom out on maps, for instance, simply by pinching or spreading thumb and index finger as per a smartphone.
- A completely redesigned and simplified HMI – all functions can now be accessed both via the screen or physical controls – 2 rollers and 4 buttons.



- 1.5 Ghz Jacinto 6 CPU with 2GB of RAM: 8 times more powerful than the previous system.

## INFOTAINMENT

- Split View: different types of content can be viewed simultaneously.

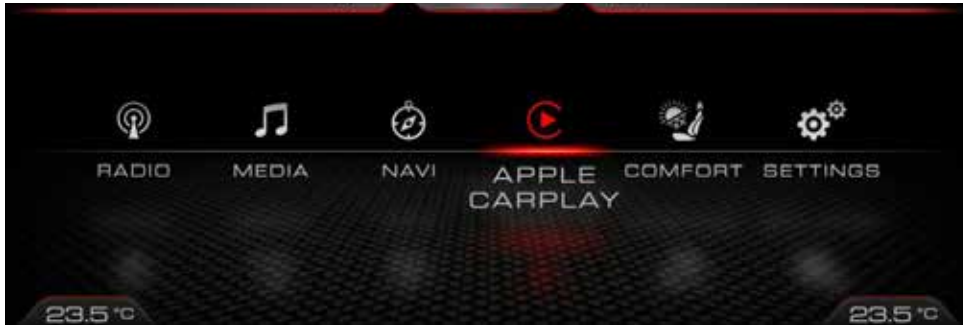


- Sat nav with 3D maps.
- In-cabin temperature can be set and front seats settings controlled



## INFOTAINMENT

- Connectivity via Apple CarPlay.



- HMI with straightforward, intuitive access to all functions.



- USB sockets in the compartment under the armrest so that occupants can always have their personal electronic devices within easy reach.



# Main optional content and illustrations



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**GT4LUSSO T**

## PASSENGER DISPLAY

The GTC4LUSSO T also features the latest evolution of the passenger display. It features an 8.8" colour full HD and Full Touch screen that not only simply displays the car's performance statistics and status as its predecessor did, but can also be used to interact with its onboard system.

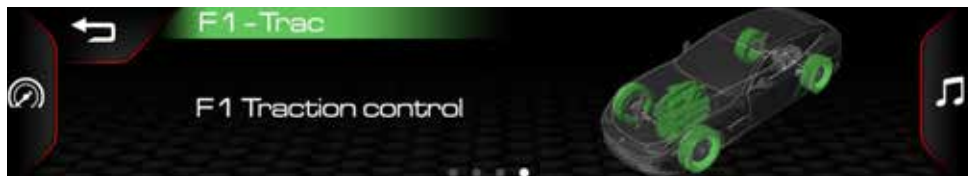
For instance, the passenger display can be used to select music to listen even when sat nav information is being displayed on the main central screen.

It is also possible to select a new Point of Interest (POI), such as a restaurant, and send it directly to the sat nav even when the latter has already been set. The new POI will then automatically be added to the route.

The display essentially turns the passenger into a co-driver.



## PASSENGER DISPLAY



## LOW-E ROOF

LOW-E glass incorporates a technology that boosts in-car comfort whilst reducing heat exchange between exterior and interior.

When outside temperatures are high, the specially-treated glass reflects solar rays away from the car, keeping the interior cool. However, when outside temperatures are lower, it reflects the heat inside the car inwards to cut heat loss to the outside, thereby keeping the cabin warmer. This new panoramic roof means less use is made of the air conditioning system and occupants also enjoy an “open-air” feeling when driving along.

Advantages over a conventional roof:


















- Reduces solar ray transmission in summer.
- Reduces heat dissipation in winter.
- Air conditioning system required less frequently.

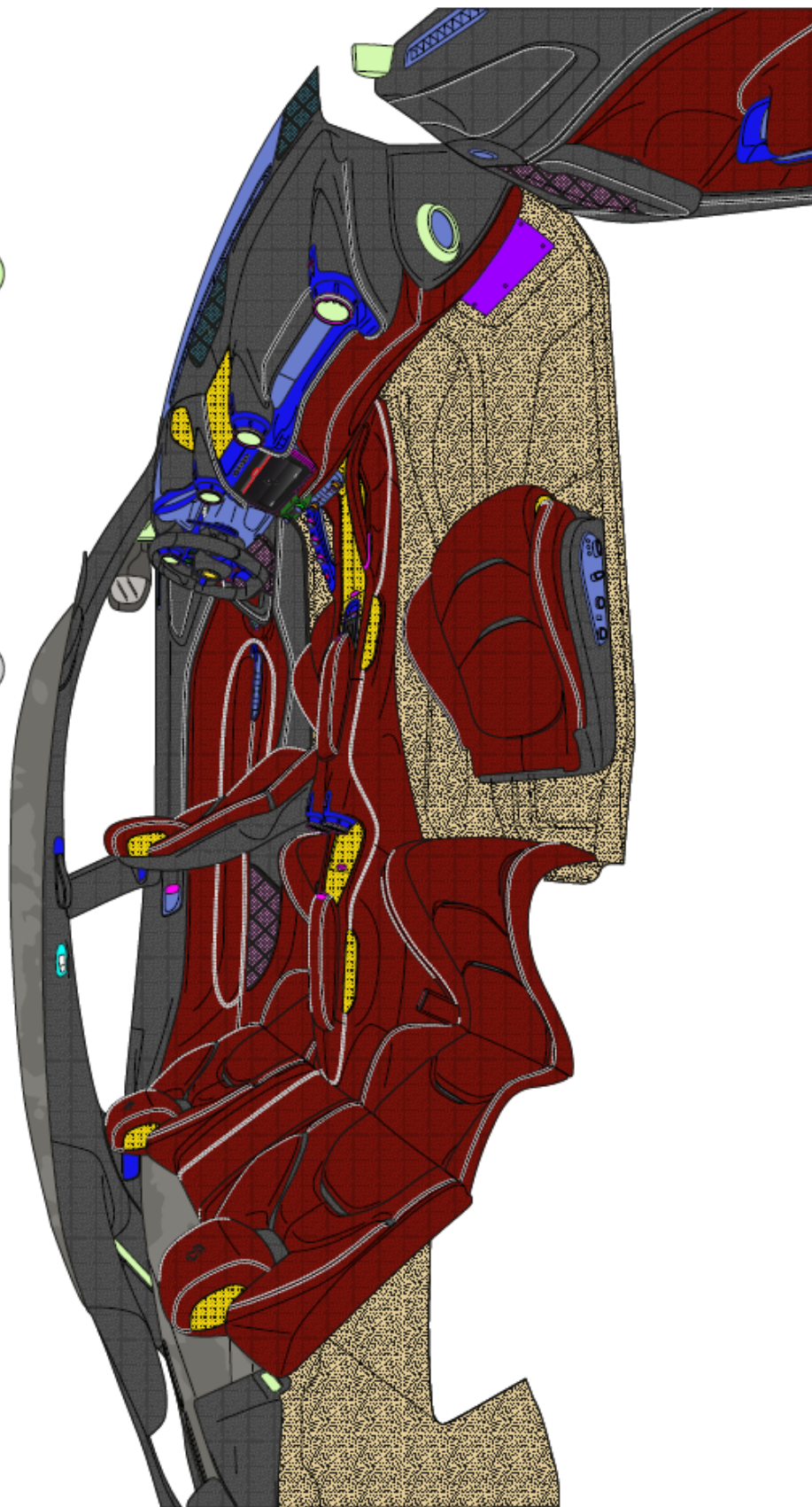




# Ferrari GTCA LUSO

## CONFIGURAZIONE STANDARD STANDARD CONFIGURATION

- |   |   |  |
|---|---|--|
|  <b>Pelle in colore a scelta</b><br><i>Leather colour upon request</i>        |  <b>Verniciatura Grigio Lusso/Nero opaco</b><br><i>Grigio Lusso/Matt Black painting</i> |  <b>Alcantara® nera</b><br><i>Black Alcantara®</i>   |
|  <b>Pelle Nera</b><br><i>Black Leather</i>                                   |  <b>Cromatura</b><br><i>Chromed treatment</i>  |  <b>Verniciatura nero laccato</b><br><i>Pieno Black painting</i>                          |
|  <b>Tappeto in colore a scelta</b><br><i>Carpets colour upon request</i>     |  <b>Verniciatura Nera opaca</b><br><i>Matt black painting</i>                          |  <b>Verniciatura Argento opaco</b><br><i>Matt Silver painting</i>                         |
|  <b>Pelle traforata Nera</b><br><i>Black perforated leather</i>              |  <b>Godronatura Grigio Lusso opaco</b><br><i>Matt Grigio Lusso milling</i>             |  <b>Griglie verniciate Nero Opaco</b><br><i>Matt Black painted grilles</i>                |
|  <b>Verniciatura Grigio Lusso opaco</b><br><i>Matt Grigio Lusso painting</i> |  <b>Godronatura Nero opaca</b><br><i>Matt Black milling</i>                            |  <b>Griglie verniciate Grigio Lusso opaco</b><br><i>Matt Grigio Lusso painted grilles</i> |
|   |  <b>Godronatura cromata</b><br><i>Chromed milling</i>                                  |  <b>Plastica nera</b><br><i>Black plastic</i>   |

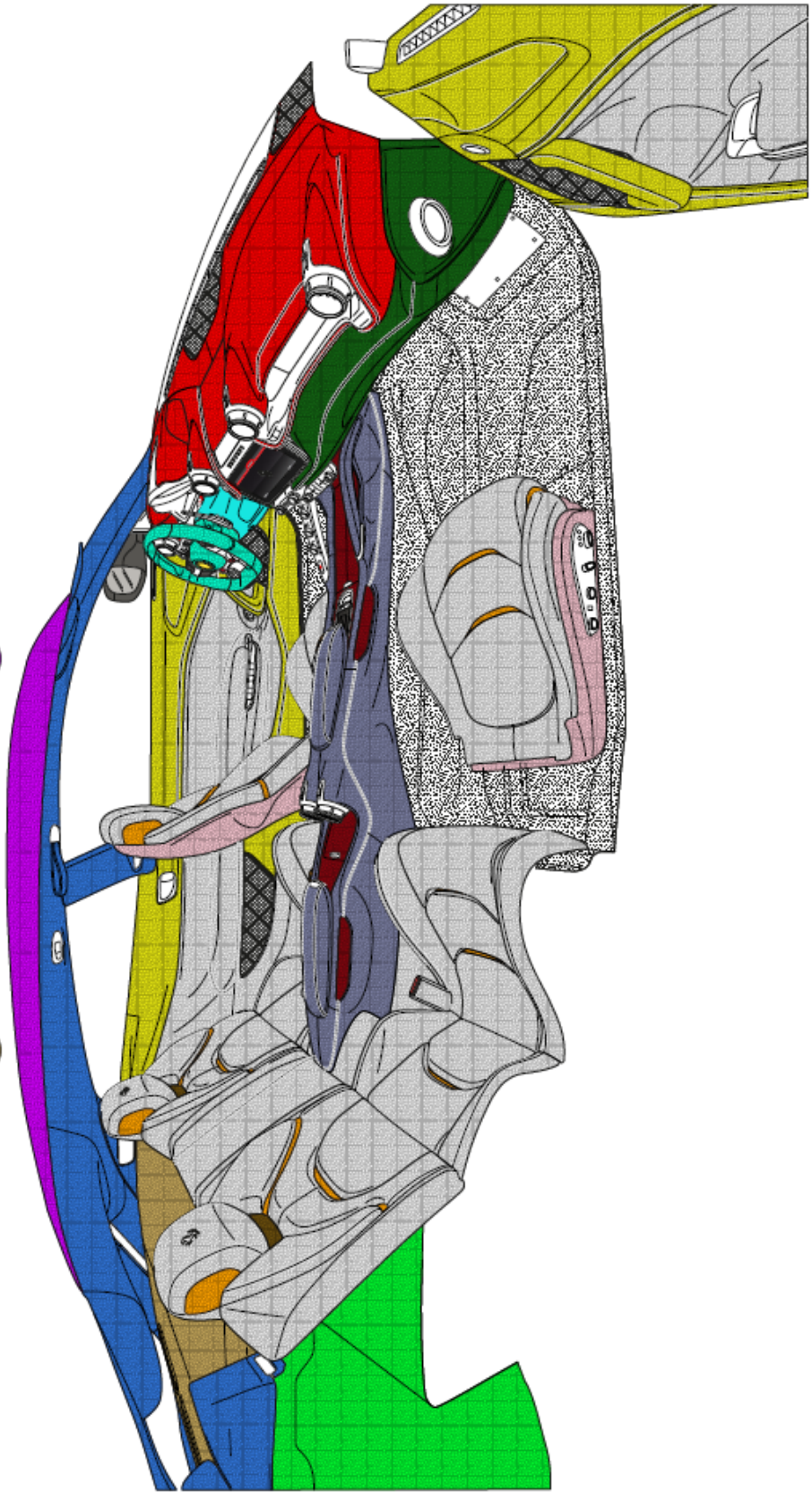


**Ferrari**

**GTCA LUSSO**

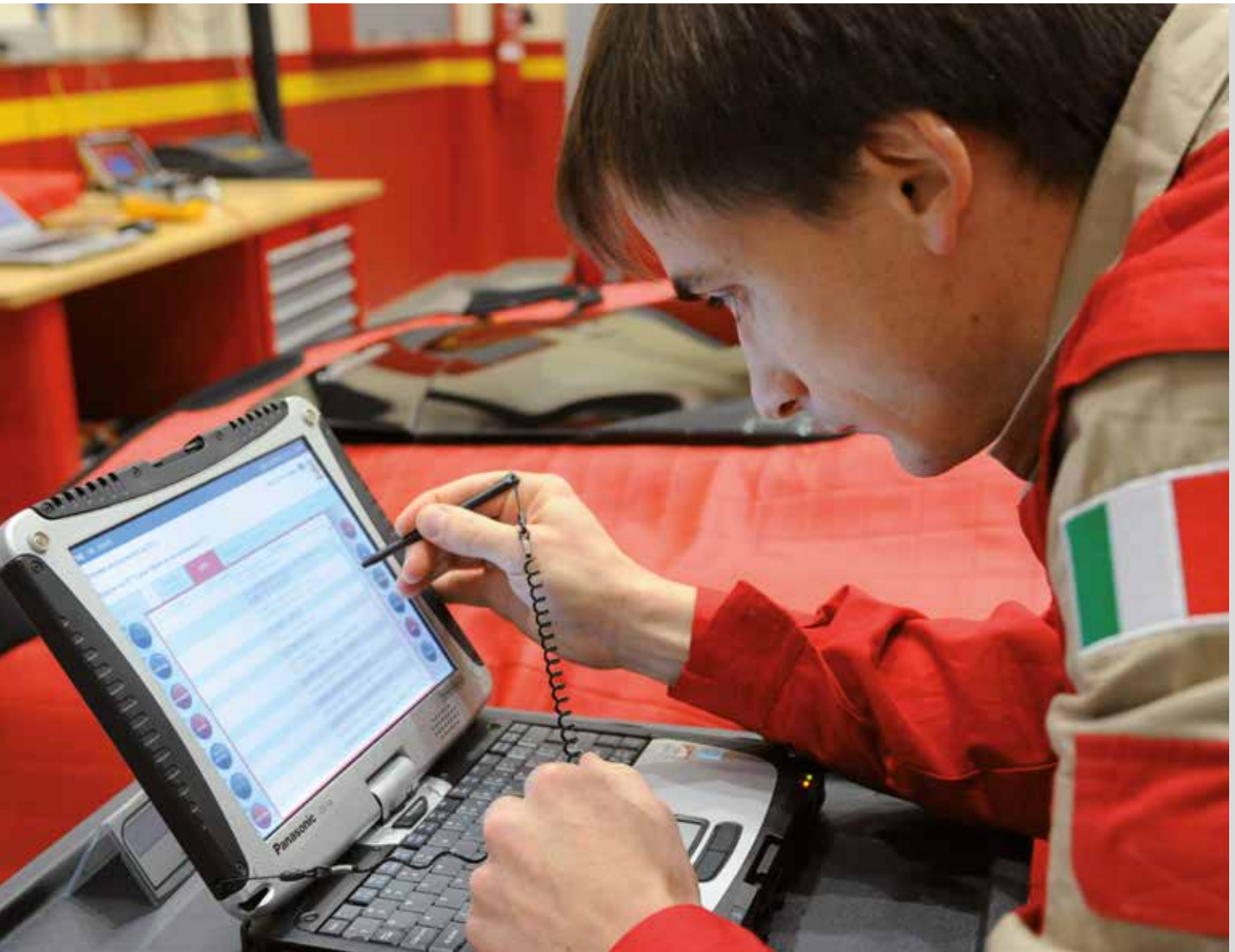
**CONFIGURAZIONE OPZIONALI IN PELLE  
LEATHER OPTIONS CONFIGURATION**

-  Pelle in colore a scelta  
Leather colour upon request
-  Zona superiore plancia in colore a scelta  
Colour upon request for upper dashboard
-  Plancia inferiore in pelle in colore a scelta  
Colour upon request for lower dashboard
-  Parte alta abitacolo in pelle in colore a scelta  
Colour upon request for leather upper area
-  Completamento abitacolo in colore interni  
Interior leather colour for inner trim
-  Panchetta posteriore in pelle in colore a scelta  
Colour upon request for leather rear shelf
-  Volante guida in pelle in colore a scelta  
Colour upon request for leather steering wheel
-  Inserto abitacolo in pelle colorata  
Colour upon request for leather seat inserts
-  Fondelli tunnel in pelle in colore a scelta  
Colour upon request for leather tunnel area
-  Tunnel superiore in pelle in colore a scelta  
Colour upon request for central tunnel
-  Rivestimento schienale sedile in colore interni  
Interior leather colour for seat backrest
-  Colore su richiesta per cielo abitacolo in pelle  
Colour upon request for leather headliner
-  Colore su richiesta per vano baule in pelle  
Colour upon request for leather boot trim
-  Pelle abbinata a colore interni (con PIP2)  
Leather combined with interior colour (with PIP2)
-  Plastica colorata  
Coloured plastic





## 7 years maintenance



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**GTC4LUSSOT**

## 7 YEARS MAINTENANCE

Ferrari's unparalleled quality standards and increasing focus on client service underpin the extended seven-year maintenance programme offered with the GTC4LUSSO T. Available across the entire range, it covers all regular maintenance for the first seven years of the car's life. This scheduled maintenance programme for Ferraris is an exclusive service that allows clients the certainty that their car is being kept at peak performance and safety over the years. This very special service is also available to owners of pre-owned Ferraris.

Regular maintenance (at intervals of either 20,000 km or once a year with no mileage restrictions), original spares and meticulous checks by staff trained directly at the Ferrari Training Centre in Maranello using the most modern diagnostic tools are just some of the advantages of the Genuine Maintenance Programme.

The service is available on all markets worldwide and from all Dealerships on the Official Dealership Network.

The Genuine Maintenance programme further extends the range of after-sales services offered by Ferrari to satisfy clients wishing to preserve the performance and excellence that are the signatures of all cars built in Maranello which itself has long been synonymous with leading-edge technology and sportiness.



# Technical specifications



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**GTC4LUSO T**

## TECHNICAL SPECIFICATIONS

<b>Dimensions and weight</b>		
Overall length	4.922 mm	193,8 in
Overall width	1.980 mm	78,0 in
Height	1.383 mm	54,5 in
Wheelbase	2.990 mm	117,7 in
Front track	1.674 mm	65,9 in
Rear track	1.668 mm	65,7 in
Kerb weight*	1.865 kg	4112 lb
Dry weight*	1.740 kg	3836 lb
Weight distribution	46% ant - 54% post	46% ant - 54% post
Boot capacity	450 l	15,9 cu ft
Fuel tank capacity	91 l	24 US gal - 20 UK gal
<b>Tyres and rims</b>		
Front	245/35 ZR20"; 8.5" J x 20"	245/35 ZR20"; 8.5" J x 20"
Rear	295/35 ZR20"; 10.5" J x 20"	295/35 ZR20"; 10.5" J x 20"
<b>Brakes</b>		
Front Carboreamic	398 mm x 38 mm	15.7 x 1.5 in
Rear Carboceramic	360 mm x 32 mm	14.2 x 1.26 in
<b>Engine</b>		
Type	V8-90° Turbo	V8 - 90° Turbo
Total displacement	3855 cc	382.13 cu in
Bore and stroke	86,5 mm x 82 mm	3.40 x 3.2 in
Maximum power**	449 kW (610 CV) a 7.500 giri/min	449 kW (610 CV) a 7.500 giri/min
Maximum torque	760 Nm at 5.250 giri/min	77.4 kg at 3.000-5.250 rpm
Maximum revs per minute	7.500 giri/min	7.500 rpm
Compression ratio	9,4:1	9,4:1
<b>Performance</b>		
Maximum speed	>320 km/h	>199 mi/h
0-62 mph	3,5 sec	3,5 sec
0-124 mph	10,8 sec	10,8 sec
62-0 mph	33	108,2 ft
124-0 mph	137	449,3 ft
Dry weight/power ratio	2,85	2,85
<b>Co2/ fuel consumption and co2 emissions</b>		
Fuel consumption	11,6 l/100 Km****	11,6 l/100 Km****
CO2 Emission	265 gCO2/km****	265 gCO2/km****
<b>Contents</b>		
Trasmissione and Gearbox	4RM Cambio F1 a doppia frizione 7 marce/E-Diff	
Electronics	SSC3/CST con sistemi F1 TRAC, ESP 9.0 Premium con ABS Evo/SCM-E	

\*With optional equipment

\*\* Engine power is expressed in kW, in accordance with the International System of Units (SI) and in CV for reasons of homogeneity.

The horse power (hp) can be calculated as follows: 1 kW = 1.34 hp. With 98 octane-rated petrol

\*\*\*Combined cycle with HELE system (ECE+EUDC)

\*\*\*\* In fase di Omologazione/During approval