Product Information

GTC4LUSSO

February 2016

GTC4LUSSO Product Informations

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Dear Colleagues,

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

Best regards,

Pietro Virgolin

GTC4LUSSO Products Informations

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Product concept and client profile

GTC4LUSSO

PRODUCT CONCEPT

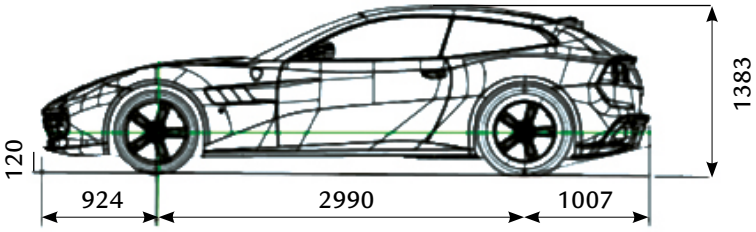
The new GTC4Lusso is a profoundly innovative car with a completely new exterior and interior. In short, it offers a standard of technology that is absolutely unique in the GT world.
The GTC4Lusso boasts four comfortable seats, a mid-front V12 engine and a transaxle DCT. The GTC4Lusso is the perfect marriage of performance, GT content and style. It is, in fact, the most powerful four-seater Grand Tourer Ferrari has ever produced and also the only car in its segment to combine superb dynamics with blistering performance and exceptional versatility.

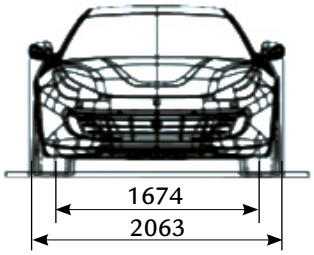
CLIENT PROFILE

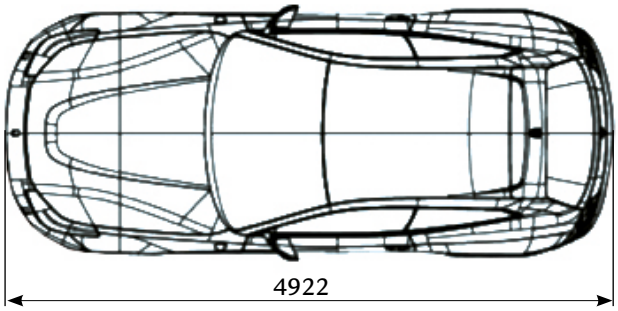
60% of GTC4Lussos will be purchased by repeat clients. Its concept will prove especially attractive to clients crossing over from V8 and V12 sports cars who want it as an extra car to use on a more frequent basis and in the company of more than one other person (family, friends). New clients will come to it mainly from the Porsche Panamera, Bentley GT and Range Rover Sport.
On all markets, the car's innovative concept will attract an on-average younger client than the V12 GT models of the past – in fact, GTC4Lusso purchasers will have an average age of between 35 and 55.
These clients will also not only use the car more often - principally at weekends, for long journeys and on short holidays - but will clock up more annual mileage than the Ferrari average – an extra 3,000 km approximately.
Specifically, they will make much more use of it with all 4 seats occupied: 50% more than past Ferrari V12 GT clients.

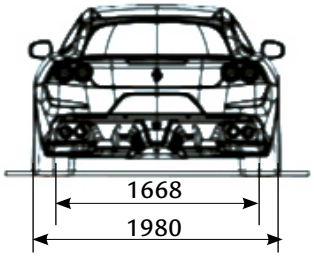
Equally, these clients greatly appreciate the V12 engine, which is massively powerful and delivers an completely enthralling soundtrack, the car's nimble handling and the exceptional versatility delivered by its four-wheel drive capability which means it can tackle on low-grip surfaces. Another factor is, of course, the space and comfort afforded by four full-size seats that can also fold down (unique in the segment) and a very generously-dimensioned boot.
These clients are also very particular about in-car comfort in terms of materials, colour and finish combinations, and infotainment and connectivity.

DIMENSION









Main product innovations

GTC4LUSSO

KEY CONTENTS

Both the interior and exterior of the Ferrari GTC4Lusso have been designed entirely from scratch and feature innovative new content that boost both performance and comfort.

Engine

- An evolution of the naturally-aspirated Ferrari GT V12 and a brilliant combination of performance and efficiency, the GTC4Lusso's power unit also delivers a rich and powerful soundtrack in performance driving but is both discreet and harmonious in GT contexts. Thanks to new components such as redesigned piston heads that boost the compression ratio and Multispark injection, it now also punches out 690 CV and 697 Nm of torque.

Vehicle Dynamics

- The new GTC4Lusso also introduces the innovative new 4RM-S system, an evolution of the 4RM that made its first appearance on the FF. New content will include the 4RM EVO, rear-wheel steering, SCM-E suspensions, the ESP 9.0 and fourth generation Side Slip Control (SSC 4.0). All of these elements contribute to enhancing the car's performance, stability and responsiveness in all grip conditions: in the dry, the wet or snow.

Aerodynamics

- The GTC4Lusso's aerodynamic design resulted in the introduction of new content such as a slotted diffuser and a rear spoiler integrated with the hatch. All these elements have reduced drag and improved aerodynamic efficiency.

New exterior

- The car's design has been completely overhauled with a focus on innovation and with the aim of marrying sportiness with elegance whilst still retaining the car's exceptional space and comfort.

New cabin

- Just like the exterior, the cabin has been completely redesigned. Its Dual Cockpit concept is another first and was crafted to enhance the shared driving experience for all the passengers as well as the driver. Much work has also been done to improve in-car comfort, not least in the form of a new central climate control vent and a new navigation and media system.

ENGINE SPECIFICATIONS AND PERFORMANCE

Engine specifications	FF	GTC4LUSSO
Max Power @ 8.000 rpm	660 HP	690 HP
Specific Power	105 HP/L	110 HP/L
Max Torque @ 5.750 rpm	683 Nm	697 Nm
Specific Emissions	0,55 CO2/km/ CV	0,51 CO2/km/ CV
Max Power @ 8.000 rpm	660 HP	690 HP

Performance		
0-100 Km/h	3,7	3,4
0-200 Km/h	11	10,5
100-0 m	35	34
200-0 m	140	138

Engine

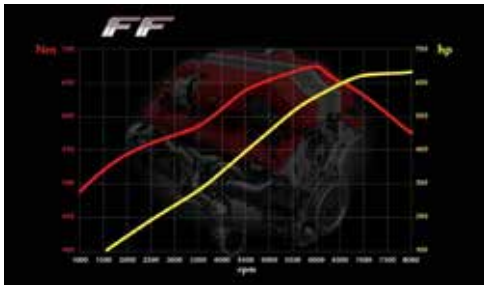
GTC4LUSSO

ENGINE

The GTC4Lusso's engine is the pinnacle of achievement in the GT V12's long evolution.
Its performances have been revised and its maximum power output of 690 CV makes it the most powerful car in its segment. Its maximum revs are also a new overall record, standing at an incredible 8,250 rpm, a figure that brilliantly illustrates the strong links between our GT and Formula 1 engines.
Torque too has been revised and now hits 697Nm. The torque curve in particular is impressive, however, as it has increased at all engine speeds by an average of 5%.
As per GT engine tradition, this new V12 is incredibly versatile. Specifically, it makes 80% of maximum torque available to the driver at just 1,750 rpm, which allows the car be used in more GT-like contexts such as city centres and on long journeys, conditions that only require the slightest touch of the accelerator to get the car moving smoothly.
The compression ratio too has changed and is now an astonishing 13.5:1 (up from 12.4:1).
However, not all improvements focused solely on power, torque and compression ratio - emissions too have been reduced once again so that the previous model's Specific Emissions Ratio of 0.55 has now been cut to 0.51 gCO2/km/CV.

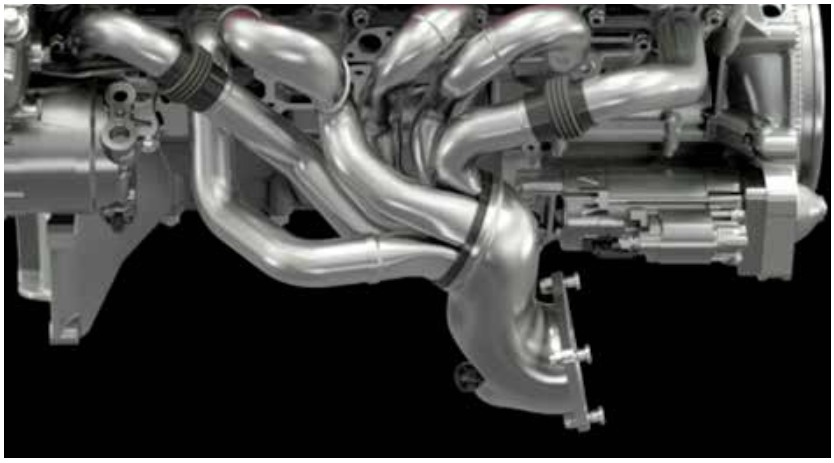
The main contributors to all these incredible results are:

- Newly-designed piston heads.
- Multispark adoption.
- The latest evolution of the anti-knock control software.
- Ion detection 3.0.



SOUND

The GTC4Lusso's GT V12 is instantly recognisable as soon as it springs to life, not merely because of its incredible performance but also for its unique, all-encompassing sound delivered by its 6-in-1 exhaust manifold with equal length pipes.



Rich and powerful in performance driving, the sound is discreet and harmonious in city or motorway contexts, thanks to a new by-pass valve that now opens and closes electronically.

Vehicle dynamics

GTC4LUSSO

VEHICLE DYNAMICS

The FF was the pinnacle of achievement in terms of integrated electronic control systems thanks to the inclusion of the 4RM system, E-Diff, F1-Trac, SCM and ESC. The aim was, of course, to deliver the best possible overall performance and, more importantly still, superb versatility and ease of use in all weather conditions with a focus on handling in medium and low-grip situations.

The goal with the GTC4Lusso, however, was to further improve the performance of the existing systems and improve the abovementioned dynamic factors through the adoption of new electronic controls and the definition of shared vehicle dynamics objectives for all systems.

The GTC4Lusso marks the debut of rear-wheel steering with an innovative interpretation of the integration of vehicle dynamic controls around the SSC (Side Slip Control) concept.

The Ferrari-patented 4RM-S system encompasses the following:

- Ferrari 4RM EVO which includes F1-Trac and integrates.
    - E-DIFF.
    - PTU.
- Rear-wheel steering.
- SCM-E.
- ESC 9.0 Premium which includes ABS + EBD and the ESC system.
- SSC4: integration of all the previous controls with shared dynamics objectives governed by the fourth generation Side Slip Control.

4RM EVO

The improved 4RM system is more precise than ever. Management of front torque in particular has been improved across the board, but specifically in terms of SS4-based Torque Vectoring which delivers and distributes torque to the front axle faster and more precisely. The result is an improvement in the differentiation between the two wheels during cornering, thus boosting the efficiency of the torque delivery. Proof of this is the innovative use of the PTU, another ingenious Ferrari patent that delivers four-wheel drive but still, uniquely, maintains 53% of the car's weight at the rear and reduces the system's weight by 50% compared to conventional 4WD systems. Thanks to the PTU 90% of the available torque can be delivered to the outside wheel without penalising the overall traction guaranteed by the front axle.

Rear-wheel steering
The system is integrated with a dynamic response control model designed to make the car more nimble going into corners (less steering wheel activity, particularly in low grip situations), thereby limiting the corrections the driver needs to make driving through and out of bends. It introduces the concept of vectored thrust for the first time which, via the rotation of the rear wheels, transfers excess longitudinal force to boost the insufficient lateral force generated by the tyres. This means the car reaches its limit more gradually and gives an improvement in the lateral acceleration that can be achieved which, in turn, results in higher performance.

Magnaride SCM-E Suspensions
This system integrates the HW – SW technology that was introduced on the F12tdf (an improvement over the 488 GTB and Spider) with a new CPU, twin solenoid dampers, piston rods with reduced friction. For the first time it includes a control function that also goes to the ESC CPU which in turn controls the 4RM EVO and rear-wheel steering, with the aim of coordinating damper control in synergy with the other control systems.
With respect to the previous generation of the system installed on the FF, in the SCM E, body control is optimised by a control model that is sensitive to the input frequency of the road surface, particularly in the ICE Manettino setting which is designed to optimise the torque available to all four wheels.
Additionally and for the first time, a control section has been integrated into the ESP which controls the damper CPU and reacts to the same SSC concept implemented by the steered wheels.

The result is:

- In stable conditions with high Torque Vectoring: damping is shifted to the rear axle to improve agility.
- In unstable conditions: damping is moved to the front axle to boost the performance of the rear axle (and thus the efficacy of the vectored thrust), to slow oversteer and improve driver control.

SSC4 (Side Slip Control)
The SSC4 Side Slip Control System controls all the car's components and vehicle dynamics controls and allows them communicate. It is thus able to adapt the car's behaviour to suit differing dynamic and grip conditions.
Through the information it receives from the onboard sensors and grip estimation, the SSC4 angle estimator is calibrated for both medium-low and high grip situations to ensure it always delivers a precise estimate of side slip. The SSC4 can thus estimate the conditions the car is driving in and, if required, intervene on all of the controls implemented by the onboard systems.

4RM-S results on low and medium grip surfaces
The system works to boost the car's usability and drivability on snowy or wet surfaces both in performance and GT-type driving.
In particular, in low grip situations, the system can control and manage any oversteer, thanks to improved control of the rear wheels.
This all translates into a more stable car that comes out of corners faster, specifically:
+6% in snow
+8% in the wet.

4RM-S results on high grip surfaces
In high grip situations, the system improves the car's agility and response to the throttle and driver steering inputs. Because it can also count on the steering angle of the rear wheels, driving through corners on mixed or fast routes and through long bends at high speeds, the car feels significantly more stable and precise. As a result, a smaller steering wheel angle is required so car enters the bend faster.

Reduction in steering wheel activity: -8%

Aerodynamics

GTC4LUSSO

AERODYNAMICS

From the very earliest stages of its design, the aerodynamics research carried out on the GTC4Lusso 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

GTC4LUSSO

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. 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 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 GTC4 Lusso, 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

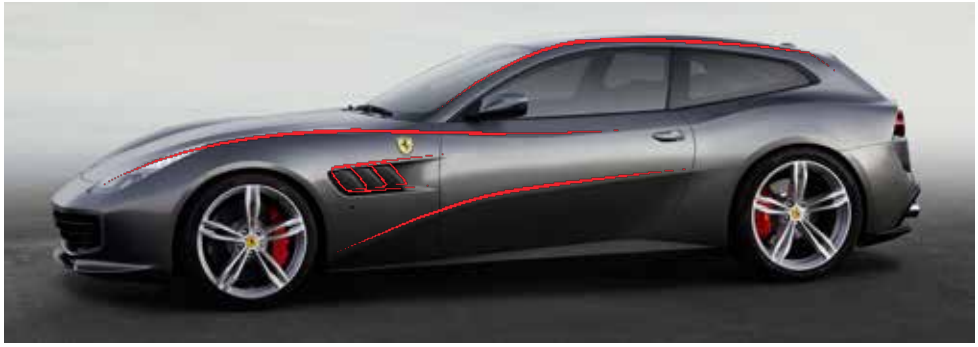
The full-width horizontal air intake is somewhat reminiscent of past Ferraris such as the 512BB, its outline and overall cleanliness being the natural consequence of simple volume intersection. At first glance the shape seems defined by truncating the bonnet, but the plan view reveals a more elaborate 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 GTC4 Lusso 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 GTC4 Lusso 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 of 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 GTC4 Lusso 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.

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 GTC4 Lusso 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 GTC4 Lusso'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 though 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 payed 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 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 GTC4 Lusso 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

GTC4LUSSO

COMFORT ON BOARD

In-car acoustic comfort is also significantly better than in the FF, thanks to improved insulation from exterior noise. Needless to say, however, this does not in the least impinge on the signature sound of the Ferrari V12 in the cabin.
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 from 5 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 from 7 (as per the FF Geneva, 5 on the basic FF) to 12, making the standard of 'tailored' occupant comfort it delivers much more sophisticated.

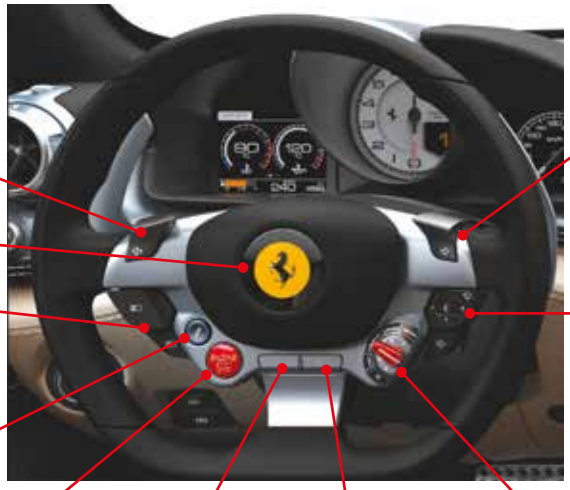
The climate control system's maximum performance levels were another area of focus and it now delivers the desired temperature 25% faster.

STEERING WHEEL

The Human-Machine Interface has also evolved to suit the GTC4Lusso and introduces 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 a new ultra-intuitive infotainment system that will allow all its features be used to the fullest.
The system is entirely new and 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.
- New completely redesigned and simplified HMI – all functions can now be accessed both via the screen or physical controls – 2 rollers and 4 buttons.

- A new 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.

- New, simplified 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

GTC4LUSSO

PASSENGER DISPLAY

The GTC4Lusso 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:

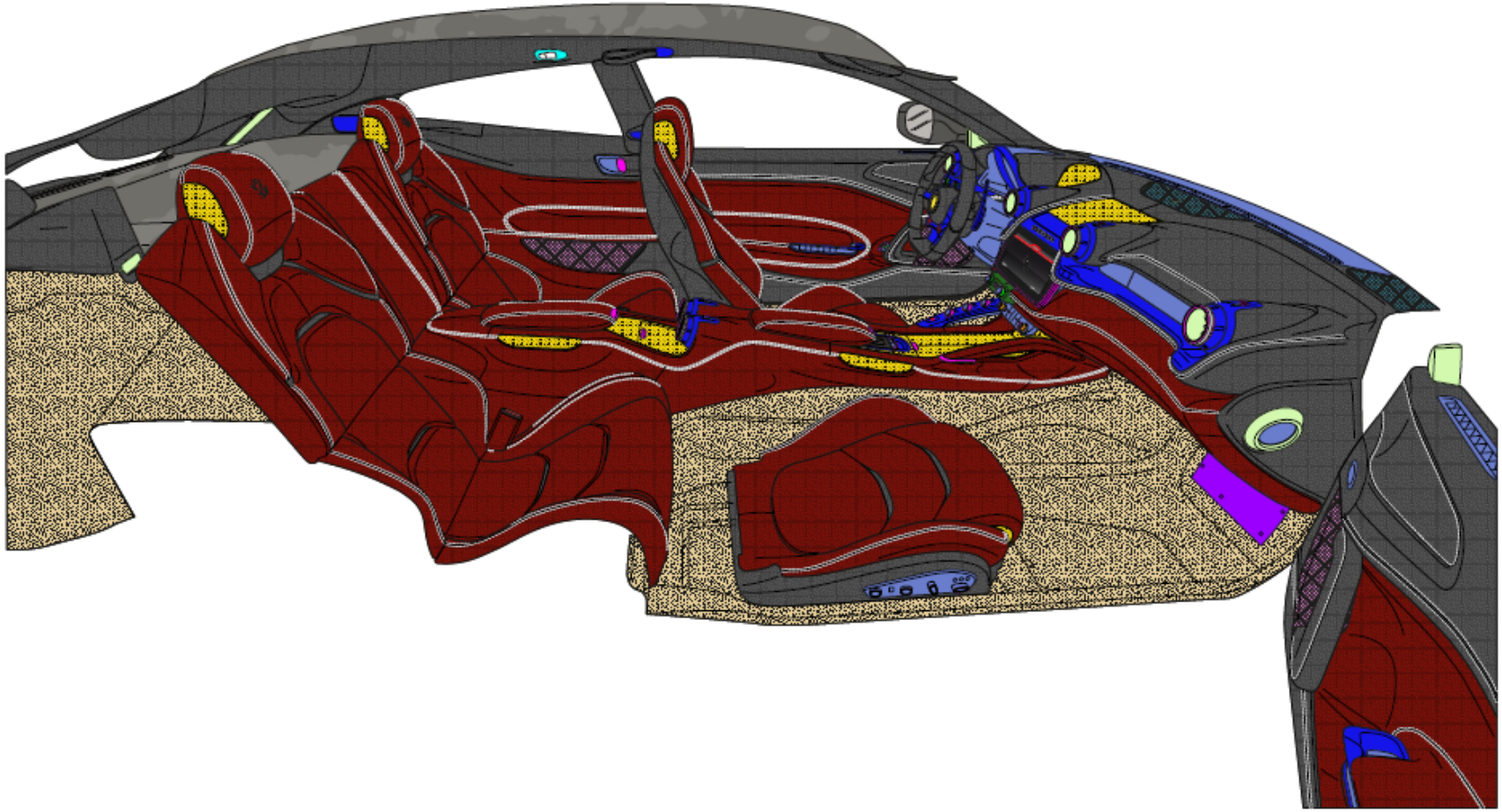
- Reduces solar ray transmission in summer.
- Reduces heat dissipation in winter.
- Air conditioning system required less frequently.

Ferrari

GTC4LUSSO

CONFIGURAZIONE STANDARD
STANDARD CONFIGURATION

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

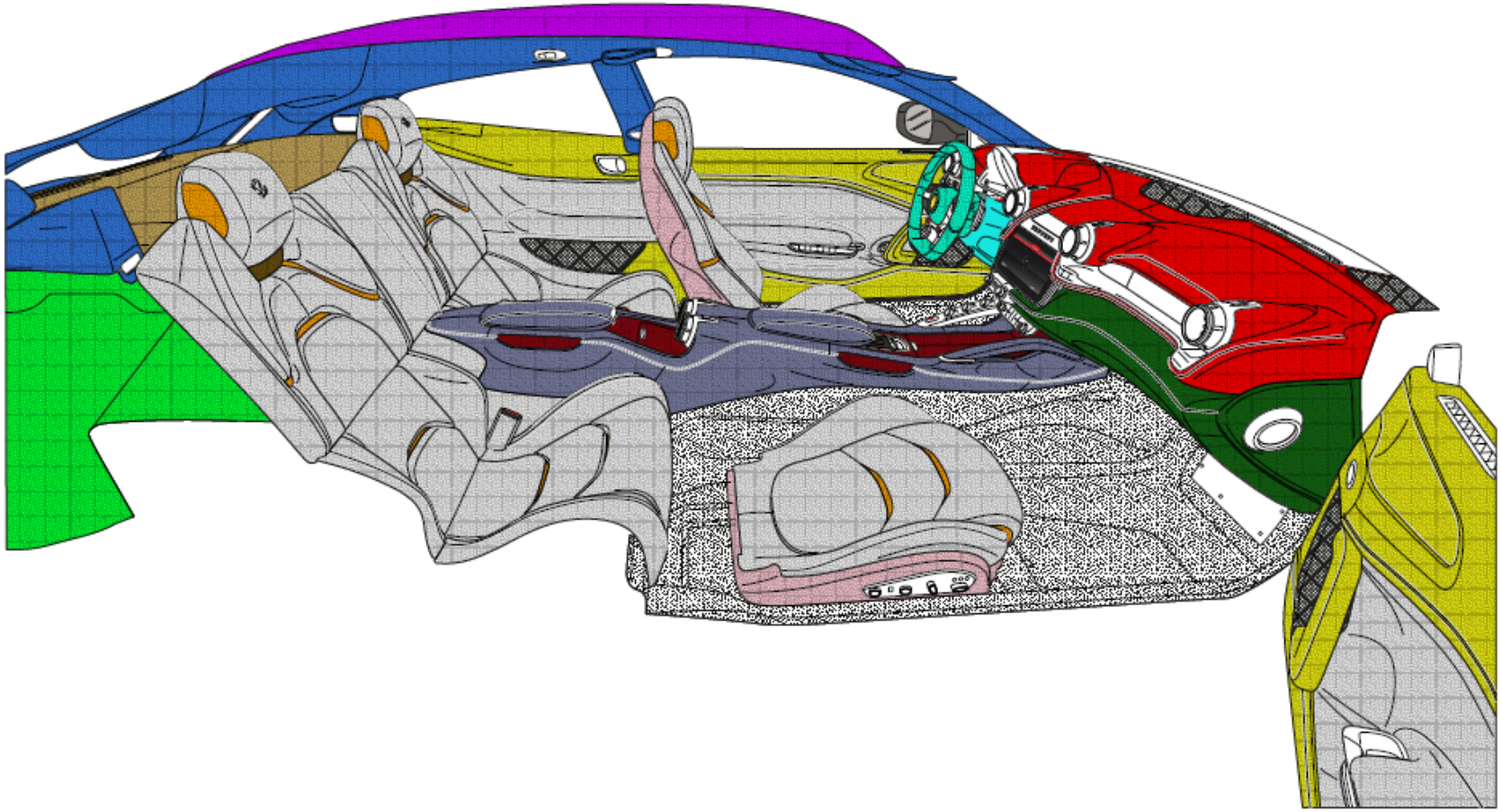


Ferrari

GTC4LUSSO

CONFIGURAZIONE OPZIONALI IN PELLE
LEATHER OPTIONS CONFIGURATION

- INTC — **Pelle in colore a scelta** *Leather colour upon request*
- DSH5 — **Zona superiore plancia in colore a scelta** *Colour upon request for upper dashboard*
- DSH7 — **Plancia inferiore in pelle in colore a scelta** *Colour upon request for lower dashboard*
- ULE2 — **Parte alta abitacolo in pelle in colore a scelta** *Colour upon request for leather upper area*
- LEDP — **Completamento abitacolo in colore interni** *Interior leather colour for inner trim*
- SHF3 — **Panchetta posteriore in pelle in colore a scelta** *Colour upon request for leather rear shelf*
- STW1 — **Volante guida in pelle in colore a scelta** *Colour upon request for leather steering wheel*
- PIP2 — **Inserto abitacolo in pelle colorata** *Colour upon request for leather seat inserts*
- LTCA — **Fondelli tunnel in pelle in colore a scelta** *Colour upon request for leather tunnel area*
- CTU4 — **Tunnel superiore in pelle in colore a scelta** *Colour upon request for central tunnel*
- BAC1 — **Rivestimento schienale sedile in colore interni** *Interior leather colour for seat backrest*
- RUF1 — **Colore su richiesta per cielo abitacolo in pelle** *Colour upon request for leather headliner*
- LTBC — **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

GTC4LUSSO

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. 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

GTC4LUSSO

TECHNICAL SPECIFICATIONS

Dimensions and weight		
Overall lenght	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*	1.920 kg	4233 lb
Dry wheight*	1.790 kg	3946 lb
Weight distribution	47% ant - 53% post	47% ant - 53% post
Boot capacity	450 l	15,9 cu ft
Fuel tank capacity	91 l	24 US gal - 20 UK gal
Tyres and rims		
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”
Brakes		
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
Engine		
Type	V12 - 65°	V12 - 65°
Total displacement	6262 cc	382.13 cu in
Bore and stroke	94 mm x 75,2 mm	3.70 x 2.96 in
Maximum power**	507 kW (690 CV) a 8.000 giri/min	507 kW (690 CV) a 8.000 rpm
Maximum torque	697 Nm at 5.750 giri/min	71 kg at 5.750 rpm
Maximum revs per minute	8.250 giri/min	8.250 rpm
Compression ratio	13,5:1	13,5:1
Performance		
Maximum speed	335 km/h	208 mi/h
0-62 mph	3,4 sec	3,4 sec
0-124 mph	10,5 sec	10,5 sec
62-0 mph	34	111,5 ft
124-0 mph	138	452,6 ft
Dry weight/power ratio	2,6	2,6
Co2/ fuel consumption and co2 emissions		
Fuel consumption	15 l/100 Km	15 l/100 Km
CO2 Emission	350 gCO2/km	350 gCO2/km
Contents		
Trasmissione and Gearbox	4RM EVO/4WS/Cambio F1 a doppia frizione 7 marce/E-Diff	
Electronics	SSC4/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)*