

FERRARI ROMA / ROMA SPIDER

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Ferrari Roma family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Build date and HMI generation first: early or late car, software level, campaign history: an early Roma is not finally judged before it is updated.
- ☐ RC80 / 22V536, CRITICAL: VIN applicability (MY2020–22), new cap, software where applicable, completion evidence: the sole campaign, checked always.
- ☐ Electrical history: battery replacements, undervoltage events, tracker/SVR behaviour, documented warning cascades and their resolution.
- ☐ Modification history: exhaust, valve controllers, ECU, GPF status by market: used Romas carry relatively many: HIGH resale and warranty relevance.
- ☐ Software service visits documented: infotainment, cluster, dynamics, DCT calibration.
- ☐ Spider: roof repair and adjustment history; fabric specification against the build sheet (special weaves).
- ☐ ADAS calibration records after any windscreen or front-end work.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid.
- ☐ Accident history: front (radiators, intercoolers, ADAS, lift), rear (active spoiler, deck geometry), Spider (sill, A-pillar, tonneau structure).
- ☐ Market positioning completed: software currency, electrical health, EARLY/LATE build and (Spider) roof file weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first, strictly: age, resting voltage, cranking drop, draw after sleep, maintainer history: nothing on this car is judged before the supply is healthy.
- ☐ The boot test: car fully asleep, unlock, start, time to full cluster and display readiness; every menu (audio, navigation, phone, CarPlay, cameras, climate); sleep and repeat.
- ☐ All wheel functions: start, Manettino, indicators, lights, wipers, view, voice, ADAS, rev LEDs: false activation, no response, delay: a real touch failure is a defect, the ergonomics are not.
- ☐ True cold start: idle, misfires, smoke, bearing and wastegate noise.
- ☐ Turbo behaviour warm: even boost, no bank deviation, no reduced-power warning; after heat soak: oil smell, smoke, coolant smell.
- ☐ DCT cold: R, D, crawling, 1-2 and 2-1. Warm: reverse, stop-and-go, gradient, paddles, downshifts: judder, delay or warnings escalate.
- ☐ Active rear spoiler: deployment, movement, alignment, faults; decklid geometry after any rear repair.
- ☐ Brakes: CCM faces, edges, pads, discoloration; reservoir cap and fluid level (RC80 context); repeated warm stops.
- ☐ Spider roof: two full cycles cold, one or two warm (13.5 s): speed, symmetry, noises, rear glass, latches, tonneau, seals, fabric tension; wind deflector cycled.
- ☐ Climate through the touchscreen: zones, fan, routing, defrost: dropped commands are an HMI finding, not an A/C fault.
- ☐ Road test: full temperature, all modes; then heat soak, hot restart: and the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order as doctrine: stabilise voltage, full scan BEFORE the road test (engine, DCT, ABS, ESC, FDE, E-Diff, SCM, steering, aero, BCM, cluster, infotainment, airbag, ADAS, TPMS), and again after heat soak: undervoltage history explicitly read.
- ☐ Parasitic-draw measurement where discharge history exists: tracker, alarm, telematics, aftermarket devices isolated.
- ☐ HMI diagnosis: display boot behaviour, module communication, wheel-control response: hardware faults separated from design ergonomics.
- ☐ Turbo diagnostics: boost plausibility per bank, turbo speed sensors checked before any turbo verdict; charge-air pressure test on doubt.
- ☐ DCT: fault memory, adaptations, leak inspection before and after the drive.
- ☐ GPF/emissions: filter present, no emulator, readiness clean; tuning evidence investigated even after a return to stock.
- ☐ Active aero: function and calibration by diagnosis, especially after rear repairs.
- ☐ CCM with wear values; standing time and washing history weighed on low-mileage cars.
- ☐ SCM and EPS diagnostics: damper response, assist maps: design lightness separated from faults.
- ☐ Structure: rails, castings, pickups, sills, bonding; Spider: sill, A-pillar, windscreen surround, rear roof mounting, tonneau.
- ☐ Spider roof by diagnosis: motor currents, latch confirmation, position sensors, stored roof faults; water audit where history indicates.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€650–1,200 / ≈£560–1,050 / ≈\$700–1,300. Indications, not conversions; obtain current local quotes.

"The Roma's engine is not the story: the battery is. Stabilise the voltage, update the software, pass the boot test: and underneath is one of the best GT packages of its era."

Deep dive: Supercar Models Paper 21 · Model File 21 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every defect makes a bad car: the question is whether a problem is known, quantifiable and priced in. On a Roma, electrical health and software are the price.

- ☐ Weak battery with a warning cascade: stabilise, clear, re-test: most "Christmas trees" die here; then price what remains.
- ☐ Parasitic-draw finding (tracker/telematics): diagnosis €500–2,000+, then a named repair: not a verdict.
- ☐ Old software: an update path completed before delivery; multi-hour visits are normal.
- ☐ HMI hardware faults (black screen, reboots): quantifiable (€1,500–6,000+); ergonomics are not a deduction, they are the car.
- ☐ Open RC80: resolve before purchase with written Ferrari confirmation.
- ☐ Aged tyres, rear wear: normal on a driven 620 cv GT; price the set.
- ☐ Spider: fabric wear, sensor/adjustment findings: quote by class (€1,000–3,000 upward); fabric replacement by OEM quote.
- ☐ Negotiate from electrical health, software currency and quantified findings: never from assumed margin.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Warning cascades that persist after battery stabilisation, undiagnosed.
- RC80 applicable and unresolved with no path to resolution.
- Displays black or rebooting after the boot test, unexplained.
- Active DCT malfunction or unavailable gears, undiagnosed.
- Undisclosed ECU or exhaust tuning, or a missing GPF, on a warranty-age car.
- Spider: a roof that cannot lock or confirm secure, or structural evidence at sill or A-pillar without documentation.
- Mileage discrepancies or diagnostics cleared just before viewing.
- A car whose problems cannot be named, quantified and priced: the one category that cannot be negotiated.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one: this car lives and dies on its 12-volt health.
- ☐ Software and campaign status confirmed current; purchase file, RC80 evidence and PPI report archived. Spider: exercise the roof.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations (with its draw verified), and a dash cam.