

MODEL FILE 114 · FERRARI · PHEV FLAGSHIP · BASELINE FILE

849 TESTAROSSA

F154 FC + THREE MOTORS · 1,050 PS SYSTEM · SF90 SUCCESSOR · 2026-

THE CAR IN BRIEF

THE MODEL

Revealed 9 September 2025, production from the middle of 2026: the successor of the SF90 (File 07) and Ferrari's flagship below the F80. Variants: coupe, Spider, and the ASSETTO FIORANO package for both, around 30 kg lighter with its own aero per records. The machinery: the F154 FC 4.0 biturbo V8 at 830 PS (819 bhp) alone, three electric motors adding 220 PS, a system output of 1,050 PS (1,036 bhp), the 8-speed DCT and electric all-wheel drive, with a 6.5 kWh battery and around 26 km electric range per records. A BASELINE FILE: fields opened, nothing invented.

WHAT MOVED BEYOND THE SF90

The hybrid architecture stays in principle and was comprehensively evolved, per the dossier: the reworked F154 V8, new hybrid control, new torque-vectoring software, an active rear wing, new aerodynamics, the FIVE vehicle-dynamics estimator and ABS Evo. The register reads the 849 exactly as it reads every young hybrid flagship: the combustion engine is the calm inheritance, and the watch points are software, high voltage and battery, all three HIGH in the dossier's matrix.

POWERTRAIN & THE HYBRID LAYER

ENGINE, DCT, HYBRID

The F154 FC carries NO known systemic engine damage, and its family record across SF90 and predecessors is long: checked are turbochargers, cooling system, oil loss, diagnosis, software level. LOW in the matrix. The 8-speed DCT: adaptation values, shift quality, software, with no known series problem. MEDIUM. The hybrid layer is the file's centre: HV battery, cell balance, STATE OF HEALTH, charge cycles, inverter, fault memory, all read from the Ferrari hybrid diagnosis, because no reliable long-term data can exist on a fleet this young. The register's battery-first rule applies from delivery day, and SOFTWARE_VERSION is a mandatory field.

FACTORY ACTIONS & OWNERSHIP

THE RECORD

To September 2026 NO publicly documented recall actions stand against the 849, and per formulation discipline that is a statement about a fleet that has barely reached its owners: campaigns, software updates and service measures are checked by VIN against the Ferrari record as they appear.

THE OWNERSHIP FRAME

Ownership, per the dossier: Ferrari hybrid diagnosis, software updates, battery state and works service carry the valuation, and a complete Ferrari service history outranks every other argument on a car this new. Fields: BUILD_SPECIFICATION, COUPE_SPIDER_FIORANO, HV_BATTERY_STATUS, BATTERY_SOH, SOFTWARE_VERSION, HYBRID_DIAGNOSTIC, FACTORY_SERVICE_HISTORY, ACCIDENT_HISTORY, PROVENANCE_SCORE. Market bands: pending, per register standard, and meaningless until real transactions exist.

1,050

PS system (1,036 bhp): 830 PS of F154 FC and 220 PS of electric drive, per works data

26

Kilometres of electric range from 6.5 kWh: the hybrid layer is the file, read by diagnosis

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Documented recall actions to September 2026: a statement about youth, not a verdict

Sources: Ferrari works data and model records (reveal 9 Sep 2025, production from mid 2026; F154 FC 830 PS = 819 bhp, three motors 220 PS, system 1,050 PS = 1,036 bhp; 8-speed DCT, electric AWD, 6.5 kWh, ca. 26 km electric; Assetto Fiorano ca. 30 kg lighter, active rear wing, FIVE, ABS Evo per dossier and works material); no documented recalls to Sep 2026, VIN checks as the fleet ages; SF90 lineage per File 07. BASELINE FILE: fields opened, nothing invented, market bands pending.