

MODEL FILE 20 · V8 GRAND TOURING LINEAGE
FERRARI PORTOFINO

F154 V8 · 2017–2023 · PORTOFINO · PORTOFINO M

THE FAMILY IN BRIEF

VARIANTS

Portofino (2017): 3.9-litre F154 twin-turbo V8, 600 cv, 7-speed DCT. Portofino M (2020): 620 cv, 760 Nm, 8-speed DCT, SSC 6.0 with FDE, SCM-E Frs: a genuine technical step, not a facelift badge. Tailor Made and Atelier are configurations; no independent special series exists. The 7-speed and 8-speed cars are kept apart in every dataset.

WHY IT MATTERS

The answer to the California question. Ferrari redesigned the RHT and its movement mechanism completely: and the field agrees: nothing approaching the California's carpet of slider, Bowden, hydraulic and sensor problems has appeared. The file therefore does NOT carry the California roof risk forward: methodological discipline matters here: TI 2407 documents the OLD roof generation and is not transferred to the Portofino. Classification: California RHT = strong field pattern; Portofino RHT = high-cost complex system, no strong failure pattern yet, field maturity MEDIUM. The result: very solid F154, clearly improved roof, mature DCT, few established weaknesses.

INSPECTION ZONES · DISCIPLINED, NOT ALARMED

THE ROOF

Taken seriously without a blanket risk reserve: a defective roof is still expensive. Full protocol regardless of the better design: two complete cycles cold (even movement, symmetry, no unusual motor or hydraulic noise, flaps, latches, window drop, trunk divider and sensor, panel clearance), one more warm after the road test. Red flags: a stopping roof, "roof failure" or "not secure", visible hesitation, one-sided movement, pump running without movement, chafe marks between panels. After any rear-quarter, decklid, roof-panel or trunk repair: the roof geometry test: a roof can close and still carry a strained mechanism. Water checks remain sensible cabriolet practice (A-pillars, roof joints, boot, carpet), no pattern implied.

BATTERY FIRST

The standing modern-Ferrari rule: undervoltage fakes roof warnings, window problems, DCT and Manettino errors, infotainment and body-module faults. Resting voltage, load test, cranking voltage, alternator, maintainer history: then the roof diagnosis, never before. Window indexing belongs to the same complex: drop on door opening, correct travel through the roof cycle, tight closing, no seal overlap, no cracking: individual ageing cases exist, no statistical pattern.

F154 & TURBOS

The core engine is very robust: no Portofino series for bottom end, timing, turbos or valvetrain: F154 CORE FAILURE = NOT COMMON. The programme still runs completely: cold (smoke, wastegate and bearing noise, misfires), warm (even boost, no power holes, no asymmetry, no boost faults), heat soak (oil and coolant smell, smoke, restart), plus oil feed and return, coolant connections, heat shields, and the charge-air system (intercooler, hoses, clamps, pressure sensors, oil residue): power loss or boost deviation includes the charge-air-leak question before any turbo verdict. Cooling was reworked on the Portofino and again on the M: radiators, intercoolers, condenser, fans, residue: heat soak is always mandatory on a biturbo.

DCT: 7 AND 8 SPEED

The 7-speed is far more mature than the early California unit, with no big Portofino fault cluster; the M's 8-speed is more compact with modern shift logic. Same protocol for both: cold (R, D, crawling, 1-2, 2-1), warm (reverse, stop-and-go, gradient, paddles, downshifts): shudder, delayed engagement, unavailable gears or leaks escalate: and the two gearboxes are separate data objects.

CHASSIS & STEERING

MagneRide in a newer dual-coil generation, further developed against the California: leakage, mounts, connectors, mode response: AGE-RELATED INSPECTION, no known failure. EPS: assist consistency, centring, angle sensor, Manettino integration, no notchiness: no established series. On the M the scan looks deeper: SSC 6.0, FDE, vehicle-dynamics and damper-control modules. CCM (M: 390 × 34 and 360 × 32 mm): faces, chips, oxidation, thermal distress, pads, wear data. Tyres (M: 245/35 and 285/35 ZR20): homologation, DOT, inner shoulders, mismatches: GT cars carry real kilometres, so normal wear is normal: wheels see kerbs and potholes more often than an F8's.

CABIN & ADAS

Central touchscreen, optional passenger display, wheel controls: responsiveness, boot behaviour, Bluetooth, navigation, cameras, sensors: no convincing hardware failure series. Sticky surfaces: LOW-confidence age pattern only: this generation is far newer than the California's. Comfort electronics are a real GT PPI share: up to 18-way seats, heating, ventilation, neck warmers on the M: every function individually. ADAS (mainly M, optional): adaptive cruise, AEB, lane departure, signs, blind spot, cross traffic, surround view: after any front damage or windscreen replacement, camera and radar calibration records are demanded.

STRUCTURE & AGE

Aluminium structure: front rails, pickups, sills, rear structure, and specifically the RHT mounting and trunk mechanism area: on a cabriolet, rear and roof-area damage is mechanically worse than a bumper story. Engine mounts: an age check now, not a known issue. Exhaust: valves, shields, cats, OPF on later EU cars: the M's reworked system (removed silencers, changed bypass) makes originality and emissions compliance a real check: and F154 tuning (ECU, piggyback, downpipes, OPF removal) carries HIGH resale and warranty relevance. Early cars now leave the 7-year maintenance window: the year-eight question arrives here next. Low mileage is not automatically good (battery, tyre DOT, unexercised roof, seals); high-mileage GTs are the valuable dataset: at 40–80k km watch roof actuators and hinges, seat motors, bushings, DCT seals, turbo periphery.

RECALLS · ONE CLEAR BLOCK

RC80 · 22V536

Verified September 2026, and the MY2019 vehicle query returns exactly this one campaign: brake-fluid reservoir cap venting: vacuum, possible fluid loss, partial or total braking loss: MY2019–21 Portofino and MY2021–22 Portofino M within the big cross-model campaign: new cap, on some cars plus NQS instrument software. CRITICAL where open. The Portofino sits after the critical Takata era: no California or F12 airbag data transfers: the VIN check runs regardless.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · THE BETTER CABRIOLET

Buy the Portofino on its roof protocol, its RC80 status and its service continuity: without the California's roof reserve. The M adds the rounder package (620 cv, 8-speed, SSC 6.0/FDE) at the price of more electronic depth: scan accordingly.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: RC80/22V536: and, as an OEM-confirmed design improvement, the completely redesigned RHT versus the California. Field and age items: battery and low voltage, roof sensor and alignment cases, DCT seal and sensor wear, MagneRide ageing, tyre and wheel damage. No strong evidence for: California-style widespread RHT failure, systemic F154, turbo, 7- or 8-speed DCT, EPS or CCM failure.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. The entry GT of its generation prices on roof documentation, RC80 status and service continuity; the M carries a real technical premium; the year-eight question separates cars from 2025 onward.

600 cv

F154 twin turbo; Portofino M: 620 cv, 760 Nm, 8-speed DCT, SSC 6.0/FDE

RHT 2.0

Roof and mechanism completely redesigned versus California: the field agrees so far

RC80

The one US campaign (22V536): reservoir cap: CRITICAL where open, VIN check always

Sources: Ferrari factory data for Portofino and Portofino M (outputs, 8-speed DCT, SSC 6.0/FDE, RHT redesign statement); NHTSA campaign 22V536 verified September 2026 (sole campaign returned for MY2019); TI 2407 referenced as California-generation material, explicitly not transferred. Cost logic follows California classes where systems correspond; market bands follow the verification round.