

MODEL FILE 21 · V8 GRAND TOURING LINEAGE

FERRARI ROMA

F154 V8 · 2020–2025 · COUPÉ · SPIDER

THE FAMILY IN BRIEF

VARIANTS

Roma coupé (deliveries from late 2020) and Roma Spider (soft top): 3,855 cc F154 twin-turbo V8, 620 cv, 760 Nm, rear drive, 8-speed DCT, E-Diff3, SSC 6.0, FDE, EPS, SCM-E, active rear aero. Tailor Made and Atelier are configurations; the 30 Years Ferrari China Roma is a genuine Tailor Made one-off, not a series edition. The Amalfi (640 cv, physical controls) is the successor and gets its own file: an Amalfi Spider is NOT officially presented as of September 2026 and no variant is invented for it. EARLY versus LATE Roma matters: software, HMI maturity and production improvements over a short coupé run.

WHY IT MATTERS

Not a problematic car: a very good powertrain and chassis wrapped in an HMI generation where Ferrari attempted too much digitisation at once. The real used-car story is battery → low voltage → warning cascades → displays and software: while the mechanical part usually simply works. The PPI spends less time fearing the engine and more time with the battery, the diagnostic tool and every digital control surface: that is where good and irritating examples separate.

INSPECTION ZONES · ELECTRONICS FIRST

LOW VOLTAGE

The most common real technical Roma theme, a STRONG FIELD PATTERN: many documented problems are electrical, triggered by batteries no longer fully healthy: warning “Christmas trees”, slow or black displays, multiple failure messages: later traced to the battery: or, in one documented case, to a faulty SVR/tracker unit draining the battery despite a trickle charger. Not “every tracker fails”: but recurring discharge always includes the parasitic-draw check (tracker, alarm, telematics, aftermarket devices). Battery PPI is mandatory: age, specification, resting, cranking and charging voltage, load test, draw after sleep, maintainer history: only then are fault codes interpreted. Days awake without a maintainer can produce this cascade.

HMI GENERATION ONE

The Roma shares the first new HMI generation with the SF90: haptic wheel surfaces, capacitive start button, vertical 8.4-inch touchscreen. The usability criticism is documented (barely tactile surfaces, accidental activation, symbols hard to see, touch control on the move, menu latency) and classified: OEM DESIGN/UX ISSUE, not a mechanical defect: Ferrari itself reversed course, the Amalfi returns to physical buttons and an aluminium start button. The file codes FIRST-GENERATION TOUCH/HAPTIC HMI, LATER REVISED BY OEM PHILOSOPHY.

REAL FAULTS VS UX

Genuine electronic faults exist separately: black screens, slow boots, reboots and delayed initialisation are documented on some cars: a real touch failure is an electronic defect, not a UX complaint. Later cars and the Spider carry a revised state (deeper-set touch surfaces, less laggy software): HMI_GEN_1 versus HMI_GEN_1_REVISED, with the software level always recorded: an early Roma is not finally judged before it is updated.

THE BOOT TEST

The PPI includes a true boot test: let the car sleep fully, unlock, start, measure time to full cluster and display readiness, walk every menu (audio, navigation, phone, CarPlay, cameras, climate), then sleep and repeat. Passenger display separately. All wheel functions tested: start, Manettino, indicators, lights, wipers, view controls, voice, ADAS, rev LEDs: false activation, no response, delay, intermittent wake-up. Climate logic: if HVAC works mechanically but the touch interface drops commands, it is an HMI defect, not an air-conditioning fault.

F154 & TURBOS

Probably the strongest part of the car: no broad pattern for turbo damage, oil consumption, bottom end or timing: ENGINE CORE FAILURE = NOT COMMON. Full programme regardless: cold (smoke, bearing and wastegate noise), warm under load (even boost, no bank deviation, no boost faults), heat soak (smells, smoke, hot restart), mechanical (oil feed and return, coolant lines, wastegates, heat shields). Roma-specific: turbo speed sensors let the turbos run closer to their limit: with boost-limit or bank-specific faults, the sensors are checked before any turbo verdict. Europe: GPF is part of the Euro-6d fit: filter present, no emulator, no decat, readiness clean: used Romas carry relatively many exhausts, valve controllers and tunes: HIGH resale and warranty relevance.

DCT & CHASSIS

The 8-speed (about 6 kg lighter than the seven-speed, SF90-related) shows no convincing Roma failure series: HIGH-COST INSPECTION AREA. Cold and warm protocol, housing and seals on the lift. SCM-E: leakage, wiring, mounts, mode response: age check, no established series. EPS: assist, centring, torque consistency: the light steering feel is a design characteristic, not a fault: the examiner separates the two. Front lift where fitted: cold and warm cycles. CCM: faces, edges, chips, oxidation, pads: on low-mileage cars standing time, washing history and damage count as much as wear. Tyres: Romas are driven: DOT, homologation, inner shoulders, rear wear is normal on 620 cv.

AERO & STRUCTURE

The active rear spoiler: mechanism, actuator, hinge, position sensor, deployment, faults, decklid alignment: after rear damage, a function and calibration check: superficial rear repairs can touch the aero. New front-mid-engine aluminium architecture: front rails, castings, pickups, sills, rear structure, bonding: front damage additionally radiators, intercoolers, ADAS, lift, turbo cooling: closure is a charge-air leak test, geometry and ADAS calibration. Interior fit and finish is judged car by car (leather alignment, trim fit, rattles, display mounting): no evidence of a broad build-quality series: VEHICLE-SPECIFIC CONDITION ITEM, never "Roma has poor build quality". The 2+ rear seats are luggage, children, emergency: packaging fact, not a finding.

VARIANT-SPECIFIC · SPIDER

THE SOFT-TOP PATH

A deliberate departure from the California-Portofino RHT line: a fabric top opening in 13.5 seconds up to 60 km/h, with acoustic comfort near RHT level (factory data). No relevant failure population exists (motors, hydraulics, latches, water): the cars are young: SOFT TOP = HIGH-COST INSPECTION ITEM, KNOWN FAILURE = NOT ESTABLISHED. Protocol: two full cycles cold, one or two warm: speed, symmetry, noises, bow movement, rear glass (bonded into the folding construction: bonding, tension, seal, heater), latches, tonneau, seals, headliner, fabric tension: plus roof faults and lock confirmation. The fabric itself ages differently from an RHT: abrasion, UV, folds, stitching, discoloration, moss and contamination, pressure marks: and the special multicolour technical weaves must match the original specification. The patented wind deflector rises from the rear backrest: deployment, locking, fit, rattles: with it up, the rear seats are unusable: usability, not defect. Spider structure on accident review: the specific sill, A-pillar and windscreen-surround parts, rear roof mounting, tonneau structure.

RECALLS · ONE CLEAR BLOCK

RC80 · 22V536

Verified September 2026, and the MY2021 vehicle query returns exactly this one campaign: brake-fluid reservoir cap venting: vacuum, possible fluid loss, partial or total braking loss: MY2020–22 Roma within the big cross-model campaign (US production May 2020 to July 2022): new cap, software or warning update by specification. CRITICAL where open. No long additional Roma recall chain exists: RECALL BURDEN = LOW, the VIN campaign check runs always.

SERVICE · SOFTWARE AS MAINTENANCE

READING THE FILE

Dealer campaign history, infotainment and cluster software, vehicle-dynamics software, DCT calibration: multi-hour software visits are documented from the early years, and an early car without current software is not finally judged. Otherwise the young-platform logic: annual services, fluids, plugs, brake fluid: and the usage profile read honestly: driven Romas with continuity are the norm, not the exception.

COST DISCIPLINE · MI WORKING RANGES

WORKING RANGES

Working ranges, not quotes (Sep 2026): annual service €1,500–3,000 · major/catch-up €3,000–7,000+ · battery/12V €500–1,500 · parasitic-draw diagnosis €500–2,000+ · HMI/display repair €1,500–6,000+ · wheel control/module €1,000–5,000+ · turbo periphery €2,000–6,000 · major turbo event €5,000–15,000+ · DCT minor €2,000–7,000 · DCT major €10,000–25,000+ · SCM €3,000–8,000+ · CCM axle €7,000–15,000+ · tyres €1,500–2,500. Spider additionally: soft-top sensor/adjustment €1,000–3,000 · partial mechanical repair €2,000–6,000+ · major mechanism €5,000–15,000+ potential · fabric replacement by OEM quote · wind deflector €1,000–4,000+: deliberately broad without age data.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · BATTERY, THEN BUTTONS

Buy the Roma on its electrical health and its software level: stabilised battery, clean draw after sleep, current software, a passed boot test: then enjoy the fact that the mechanical package below is among the best of its class.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: RC80/22V536. Strong field pattern: low-voltage sensitivity, battery drain, electrical warning cascades, slow or blank or rebooting displays on some cars. Widely documented UX issue: the capacitive controls, touch start, vertical display usability: with the OEM design direction subsequently reversed on the Amalfi. No strong evidence for: systemic F154, turbo, 8-speed DCT, SCM, active-spoiler or Spider-roof failure.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. Structural readings: the Roma prices on software currency, electrical health and (Spider) roof documentation; the Amalfi's arrival defines the coupé's market position from above; EARLY versus LATE build is a real pricing datum.

620 cv

F154 twin turbo, 8-speed DCT: the strongest part of the car

13.5 s

Spider soft top to 60 km/h: a deliberate path away from the RHT, no failure population

RC80

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

Sources: Ferrari factory data for Roma, Roma Spider and Amalfi (outputs, 8-speed DCT, turbo speed sensors, GPF, soft-top data, wind deflector, HMI statements); NHTSA campaign 22V536 verified September 2026 (sole campaign returned for MY2021); documented low-voltage, tracker-drain and display field cases as sourced; HMI criticism per published road tests as sourced; Amalfi Spider noted as not officially presented. Cost figures are MI working ranges; market bands follow the verification round.