

MODEL FILE 22 · V8 GRAND TOURING LINEAGE

FERRARI AMALFI

F154 V8 · 640 CV · FROM 2026 · COUPÉ · SPIDER

THE FAMILY IN BRIEF

VARIANTS

Amalfi coupé (unveiled 1 July 2025, ramping up through 2026 as the Roma Spider leaves distribution) and Amalfi Spider (unveiled 12 March 2026, customer deliveries from early 2027). Tailor Made and Atelier are configurations; no special series exists. Technically not a new platform but a far-reaching Roma evolution: basic structure, V8 and 8-speed DCT remain, while body, interior, brake control, aero, engine control and calibrations were comprehensively revised.

FACTORY DATA

3,855 cc F154 twin-turbo V8, wet sump, 640 cv at 7,500 rpm, 760 Nm at 3,000–5,750 rpm, 7,600 rpm limit, 166 cv/l, rear drive, 8-speed F1 DCT. 1,470 kg dry in lightweight specification, 50:50 distribution, 245/35 R20 front, 285/35 R20 rear, CCM 390 × 34 mm front and 360 × 32 mm rear. SSC 6.1, FDE 2.0, SCM-E Frs, EPS, E-Diff3, brake-by-wire with ABS Evo in all Manettino positions: 100–0 km/h in 30.8 m. All figures verified against Ferrari factory data, September 2026.

WHY IT MATTERS

The most favourable starting position in the modern V8 line: a highly mature engine and gearbox in a known architecture, with a deliberate revision of exactly the areas that irritated on the Roma. The fleet is extremely young: the correct file therefore carries one large rubric, MONITOR – INSUFFICIENT FLEET AGE, instead of an inflated weakness list. Nothing is invented here.

INSPECTION ZONES · CONSEQUENCE, NOT FREQUENCY

F154 · EVOLUTION

No new machine with unknown teething issues: the Roma engine developed further. New ECU from a newer Ferrari generation (also used on 296, Purosangue, 12Cilindri), refined turbo control with separate pressure sensors per bank, higher permitted turbo speed (up to 171,000 rpm), revised emissions calibration. No usable Amalfi population for bottom-end, timing, valve-train, systemic turbo failure, abnormal oil consumption or an HPFP epidemic: NO KNOWN ENGINE FAILURE PATTERN – PLATFORM HIGHLY MATURE. Because the turbos run closer to their window, the file monitors rather than alleges: turbo speed sensors, wastegates, bearing play, oil supply, cooling, boost deviation: NO ESTABLISHED TURBO FAILURE PATTERN.

OIL · 0W-30

A small but model-defining service fact: press documentation (Autocar) names 0W-30 instead of the Roma's 5W-40, primarily for friction and warm-up/emissions optimisation: Ferrari itself confirms the low-viscosity strategy (about 30 per cent less cold-flow resistance). PPI: CORRECT OIL SPECIFICATION on the invoices: an independent workshop must not simply carry over the Roma specification. Exactly the kind of model-specific line a generic checklist loses.

COLD START & HEAT SOAK

Standard protocol regardless of maturity: genuinely cold car, oil and coolant temperature, prompt start, stable idle, misfire counters, injector noise, smoke, turbo and wastegate noise, oil or fuel smell. Then the full heat-soak test: park hot 5–15 minutes, restart: smoke, oil smell, coolant smell, boost warning, reduced power, hot-start quality. On a car this young, any visible oil film at turbo oil or cooling lines is investigated, not excused.

8-SPEED DCT

No new development: Ferrari's modern 8-speed DCT family (SF90, Roma, Portofino M, 296) is well understood, and no Amalfi-specific failure population exists. Protocol anyway: cold R, D, crawl, 1-2 and 2-1; warm reverse, stop-and-go, gradient, fast paddle work, downshifts; housing and oil traces on the lift, fault memory and adaptations by diagnosis.

BRAKE-BY-WIRE & ABS EVO

One of the most important real changes against the Roma: brake-by-wire plus ABS Evo in all Manettino modes, 100–0 km/h in 30.8 m (factory). No usable failure series exists: but the consequence is very high, so the file codes HIGH-CONSEQUENCE MONITORING ITEM, not KNOWN ISSUE: an active brake-by-wire or ABS Evo fault is HIGH/CRITICAL pending diagnosis. PPI runs both layers: mechanical (CCM, pads, calipers, hoses, fluid) and electronic (pedal position sensor, pressure sensors, ABS Evo, brake ECU, wheel speeds, vehicle-dynamics communication).

ACTIVE AERO & FRONT LIFT

The new active rear spoiler has three states: Low Drag, Medium and High Downforce, up to 110 kg at 250 km/h. A "small parking dent at the rear" can now touch spoiler mechanism, actuator, decklid, position sensor, calibration and diffuser: REAR AERO FUNCTIONAL TEST after every documented rear damage, the three positions confirmed by diagnosis. New against the Roma: an orderable front lift, up to 40 mm at up to 35 km/h: cold cycles, warm again: raise, hold, lower, symmetry, leaks, faults: a real practicality difference in the family. Chassis: SCM-E hardware Roma-related but recalibrated: leakage, control, mounts, response: no failure series.

BODY, COOLING & ADAS

Practically every outer panel is new over the developed Roma structure. Front aero and cooling work as a system (bypass duct above the headlights, vortex generators, front diffusers, brake cooling): after front damage no simple bumper PPI but duct integrity, cooling, aero geometry, brake cooling and ADAS calibration. The modern assistance architecture (adaptive cruise, lane and blind-spot systems, cameras, radar by market and option) requires ADAS CALIBRATION DOCUMENTATION after windscreen replacement, front damage or alignment work. CCM on early cars: read with the usage profile, not the odometer.

HMI · THE ROMA ANSWER

GENERATION TWO

Probably the clearest result of the Roma experience: the capacitive main wheel controls are largely gone: real physical steering-wheel buttons, real rotary controls, a physical aluminium start button, functions cleanly separated left and right. Ferrari's own documentation details the new layout: this is a fundamental ergonomic revision, not cosmetics. The data model draws a generation boundary: Roma = HMI_GEN1_CAPACITIVE, Amalfi = HMI_GEN2_PHYSICAL: far more informative than "new steering wheel". New display architecture: 15.6-inch driver display, 10.25-inch horizontal central touchscreen, 8.8-inch passenger display: the low vertical Roma screen is gone and the centre console opened and simplified.

IMPROVED, NOT PERFECTED

Current tests praise the cabin massively against the Roma but keep criticising: the central display sits relatively low, climate and seat functions remain strongly screen-based, some controls stay haptic (the Spider test names mirror adjustment), and infotainment response is not yet class-leading. Classification: HMI IMPROVED SIGNIFICANTLY, NOT PERFECTED: these are EARLY UX OBSERVATIONS, not a hardware failure pattern. PPI tests every surface anyway: wheel buttons, start, volume, ADAS, mirrors, displays, indicators and wipers.

LOW VOLTAGE & ELECTRONICS

The Roma experience carries over as PLATFORM DIAGNOSTICS, not as a confirmed Amalfi defect: with multiple displays, ADAS, active aero, DCT, brake-by-wire, telematics and lift, clean 12-volt supply stays decisive: battery health, load, sleep current, maintainer, undervoltage history: only then are fault codes interpreted. So far no recognisable Amalfi electronic failure series exists (no accumulation of black screens, permanent reboots, steering-control failures, warning cascades or parasitic drain): a relevant difference from the first Roma customer generation: but the population is extremely young: TOO EARLY TO ASSESS. The Roma known-issue database is NOT copied over: the file runs ROMA PLATFORM HERITAGE plus AMALFI-SPECIFIC MONITORING.

VARIANT-SPECIFIC · SPIDER

THE SOFT-TOP PATH CONTINUES

Ferrari continues the Roma Spider philosophy: a five-layer acoustic soft top, opening and closing in 13.5 seconds at up to about 60 km/h, several fabric and colour variants, a wind deflector deploying from the rear area. Press figures: about 70 kg over the coupé, distribution moving to roughly 48:52; sills, A-pillar, windscreen frame and rear structure stiffened for the open body. Customer deliveries begin only in early 2027: as of September 2026 essentially only press and development cars can be judged: KNOWN ISSUES = NONE ESTABLISHED, and any claim of "typical Amalfi Spider roof problems" would simply be invented.

ROOF PPI DEFINED TODAY

The protocol stands before the fleet exists: two full cycles cold, at least one warm: symmetry, bow movement, latches, tonneau, rear glass, fabric tension, seals, headliner, stored faults: plus operation at permitted low speed where safe. Fabric audit: fold marks, stitching, abrasion, UV, contamination, mould, water repellency, colour consistency: on expensive Tailor Made fabrics cosmetic damage alone gets very costly. After any accident: sill, A-pillar, windscreen frame, roof-mechanism mounts, rear deck, underbody.

RECALLS · CLEAN SHEET, YOUNG SHEET

NONE IDENTIFIED

Verified 8 September 2026: no model-level NHTSA safety campaign for the Amalfi (the vehicle query returns an empty set, while a Roma MY2021 control query correctly returns its campaign). Database: PUBLIC US SAFETY RECALLS IDENTIFIED = NONE AS OF 2026-09-08, VIN CAMPAIGN CHECK = REQUIRED. On a model this new that can change quickly: RECALL_MATURITY = LOW, the VIN check runs at every single car.

EARLY-FLEET DISCIPLINE

PRESS CAR OR ONE OWNER

On a 2026 Amalfi, provenance outweighs ageing: PRESS CAR, DEALER DEMO, FACTORY EVENT or CUSTOMER CAR is established for every vehicle. A car with 1,500 km can mean one owner on the motorway: or thirty journalists, launch control and mountain passes: a very large difference the odometer does not show. On press and demo cars: CCM condition, tyre history and track or launch use weighed explicitly.

MARKET STATE

First nearly-new 2026 cars already stand in the German market with a few hundred to a few thousand kilometres: asking prices roughly €285k to well above €350k depending on specification and seller: asking, not transaction prices. AMALFI SECONDARY MARKET = IMMATURE: no usable depreciation curve yet: bands follow the transaction dataset in a later verification round.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · HISTORY, NOT PATTERN

The fleet is too young to lean on patterns: buy the individual car's file: press or demo status, accident zones including the rear-aero functional test, software currency, correct 0W-30 service evidence and, on the Spider, the roof record.

2 · CONFIDENCE DISCIPLINE

OEM-confirmed against the Roma: physical wheel buttons, aluminium start button, new horizontal 10.25-inch screen, new engine and turbo control, brake-by-wire with ABS Evo, new active aero, orderable front lift. Early review observations: central display still low, climate and seats screen-based, infotainment speed. No sufficient evidence for: engine, turbo, DCT, brake-by-wire, ABS Evo, active-aero, SCM, electrical or Spider-roof failure: monitored, not alleged.

MARKET POSITION · TOO YOUNG TO CURVE

STATUS

The Amalfi defines the Roma's position from above while its own secondary market is still forming. Structural readings: press/demo provenance and specification will price before mileage; the Spider adds its own dynamic only from the 2027 deliveries; European and US bands follow the transaction dataset.

640 cv

F154 evolution at 166 cv/l: mature platform, new ECU generation, per-bank sensors

30.8 m

100–0 km/h with brake-by-wire and ABS Evo: high consequence, no failure series

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US safety campaigns as of 2026-09-08: clean but young sheet, VIN check always

Sources: Ferrari factory data for Amalfi and Amalfi Spider (full specification, HMI and display architecture, active aero, front lift, brake-by-wire, low-viscosity oil strategy) verified September 2026; presentation dates 1 July 2025 and 12 March 2026 verified; NHTSA vehicle query September 2026 (no Amalfi campaign; Roma control query positive); 0W-30 grade per Autocar; UX observations per published road tests as sourced; Spider weight figures per press data. German asking-price range per market listings, September 2026; cost and market bands follow the verification round.