



FERRARI ROMA

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TECHNICAL SPECIFICATIONS

FERRARI *Roma*

MAXIMUM POWER OUTPUT*
456 kW
at 5750 - 7500 rpm

ACCELERATION
3,4 sec
0-100 Km/h

OVERALL DISPLACEMENT
3855
cc

Engine

TYPE	V8 - 90° - turbo
OVERALL DISPLACEMENT	3855 cc
BORE AND STROKE	86.5 mm x 82 mm
MAX. POWER OUTPUT**	456 kW (620 cv) at 5750 - 7500 rpm
MAX. TORQUE*	800 Nm at 6000 rpm
SPECIFIC POWER OUTPUT	195 cv/l
MAX. ENGINE SPEED	8000 rpm
COMPRESSION RATIO	9.5:1

Weight and dimensions

LENGTH	4656 mm
WIDTH	1974 mm
HEIGHT	1301 mm
WHEELBASE	2670 mm
FRONT TRACK	1652 mm
REAR TRACK	1679 mm
KERB WEIGHT**	1570 kg
DRY WEIGHT**	1472 kg
DRY WEIGHT/POWER	2.37 kg/cv
BOOT CAPACITY	272 l / 345 l
FUEL TANK CAPACITY	80 l

Fuel consumption and CO₂ emissions***

WLTC	
CO ₂ EMISSIONS	255 g/km
FUEL CONSUMPTION	11,2 l/100km
NEDC	
CO ₂ EMISSIONS	234 g/km
FUEL CONSUMPTION	10,3 l/100km

Performance

MAXIMUM SPEED	>320 km/h
0-100 KM/H	3,4 sec

*With 80 octane petrol
**With optional current
***The values of fuel consumption and CO₂ emissions shown were determined according to the European Regulation (EC) 725/2002 in the version applicable at the time of type approval. The fuel consumption and CO₂ emission figures refer to the WLTP cycle. Further information on official fuel consumption and the official specific CO₂ emissions of new passenger cars can be found in the Guide on Fuel Consumption, CO₂ Emissions and Electricity Consumption of New Passenger Cars, which is available free of charge at all points of sale and on the Internet at <http://www.dats.it/en/ferrari/QuickCO2.pdf>







SYMMETRICAL STRUCTURE :

The new formal approach to the interior led to the creation of two driver and passenger safety cells , an evolution of the dual cockpit. Surfaces and functions are organically distributed in the cockpit, which is defined by elements that unfold seamlessly around the concept and perception of space.

Unlike Ferrari sports cars, typically built around the figure of the driver, the cockpit of the Ferrari Roma has an almost symmetrical structure .This makes for a more organic distribution of space and functions, so that the passenger feels extremely involved in driving.

INTERGRATED ARCHITECTURE :

In line with the 'integrated architecture' approach, the forms have been modelled plastically, defining a sculpture volume in which the interior elements are in material continuity with each other and a natural consequence of each other.

The two cockpits , created by slimming down the volumes and emphasised by straps that mark the perimeters, and enveloped in the volume that extend from the dashboard to the rear seats, organically integrating dashboard , doors, rear bench and tunnel .

