

LaFerrari

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LaFerrari



Overview

Manufacturer [Ferrari](#)

Production 2013–

Designer [Flavio Manzoni^{\[1\]}](#)

Body and chassis

Class [Sports car](#)

Body style 2-door [berlinetta](#)

Layout [Rear mid-engine, rear-wheel drive](#)

Powertrain

Engine 6.3 L [V12](#), electric motor & [KERS](#)

<u>Transmission</u>	7-speed dual-clutch automated manual
Dimensions	
<u>Wheelbase</u>	2,665 mm (104.9 in) ^[2]
Length	4,702 mm (185.1 in) ^[2]
Width	1,992 mm (78.4 in) ^[2]
Height	1,116 mm (43.9 in) ^[2]
<u>Curb weight</u>	1,255 kg (2,767 lb) (dry)
Chronology	
Predecessor	<u>Enzo Ferrari</u>

LaFerrari (also known as the F70, and by its project name, F150) is a limited production [hybrid sports car](#) built by [Ferrari](#).^[3] The car and its name were officially unveiled at the 2013 [Geneva Auto Show](#). It is based on findings from testing of the [Ferrari FXX](#)^[3] and on research being conducted by the [Millechili Project](#) at the [University of Modena](#). Association with the Millechili Project led to speculation during development that the car would weigh under 1,000 kg (2,205 lb),^[4] but a dry weight of 1,255 kg (2,767 lb) was claimed.^[5] Only 499 units will be built and each will cost more than £1 million.^[6]

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Specifications[\[edit\]](#)

LaFerrari is the first [mild hybrid](#) from Ferrari, providing the highest power output of any Ferrari whilst decreasing fuel consumption by 40 percent.^[7] LaFerrari's mid rear mounted 65° V12 Internal Combustion Engine has a 6.3 litre (6262 cc) capacity producing 800 PS (588 kW; 789 bhp) @ 9,000 rpm and 700 N·m (516 lb·ft) of torque @ 6,750 rpm,^{[2][1]} supplemented by a 163 PS (120 kW; 161 bhp) [KERS](#) unit (called HY-KERS), which will provide short bursts of extra power.^[8] Unlike conventional hybrid vehicles, in which either the electric motor or the [internal combustion engine](#) is running, the KERS system adds extra power to the combustion engine's output level for a total of 963 PS (708 kW; 950 bhp) and the total torque generated by the V12 ICE together with the electric motor being over 900 N·m (664 lb·ft).^{[2][9]} Ferrari claims CO₂ emissions of 330 g/km. The engine's bore and stroke is 94×75.2 mm with a compression ratio of 13.5:1 and a specific power output of 128 metric horsepower per litre.^[2] It is connected to a 7-speed dual-clutch transmission and the car is [rear-wheel drive](#).^[2]

The car is equipped with carbon-ceramic Brembo discs on the front (398 mm) and rear (380 mm), with the tires measuring 265/30 R 19 and 345/30 R 20 respectively.^[10]

LaFerrari utilises a [carbon fibre monocoque](#) structure developed by Ferrari's F1 technical director [Rory Byrne](#), with a claimed 27 percent more torsional rigidity and 22 percent more beam stiffness than the Enzo.^[11] It has a double wishbone suspension in the front and a multi-link suspension in the rear.^[2]

LaFerrari has a number of electronic controls including ESC stability control, high performance ABS/EBD anti-lock braking system/electronic brake balance, EF1-Trac F1 electronic traction control integrated with the hybrid system, E-Diff 3 third generation electronic differential, SCM-E Frs magnetorheological damping with twin solenoids (Al-Ni tube), and active aerodynamics to enable maximum performance.^[2]

Performance^[edit]

Ferrari states that the car has a top speed exceeding 350 km/h (220 mph), and that it is capable of reaching 100 km/h (62 mph) in under three seconds, 200 km/h (120 mph) in under seven seconds, and a speed of 300 km/h (190 mph) in under 15 seconds.^[2] Ferrari also claim that the car has lapped its [Fiorano Test Circuit](#) in under 1 minute and 20 seconds which is faster than any other road-legal car Ferrari has ever produced.^[12]

Design^[edit]

LaFerrari received no input from [Pininfarina](#), making it the first Ferrari since the [Bertone](#)-styled 1973 [Dino 308 GT4](#) not to have Pininfarina bodywork or other styling. This decision is a rare exception to the collaboration between Ferrari and Pininfarina that began in 1951. However, Ferrari has stated that two new models designed jointly with Pininfarina are yet to be unveiled and that there are no plans to end business relations with Pininfarina.^[13]



Rear view.

The [body computer](#) system is developed by [Magneti Marelli](#) Automotive Lighting.