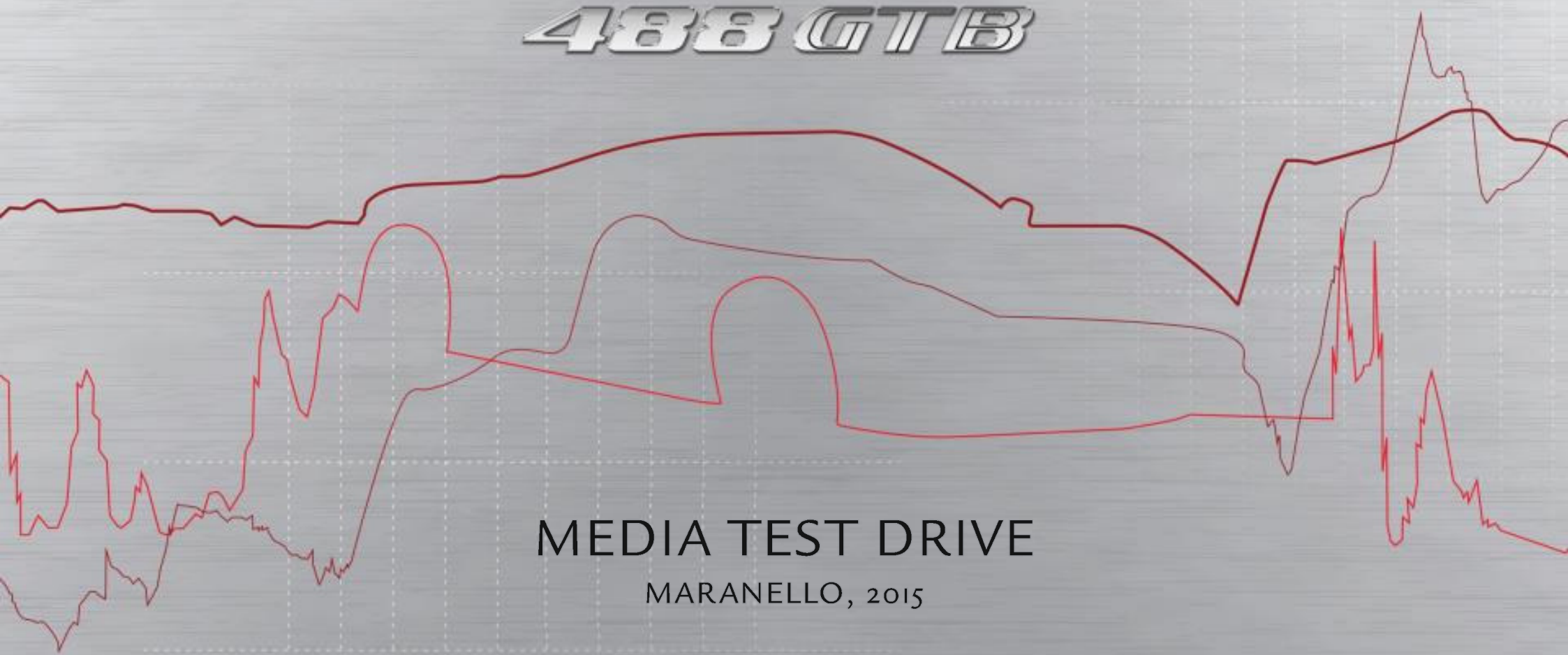




488 GTB



MEDIA TEST DRIVE

MARANELLO, 2015

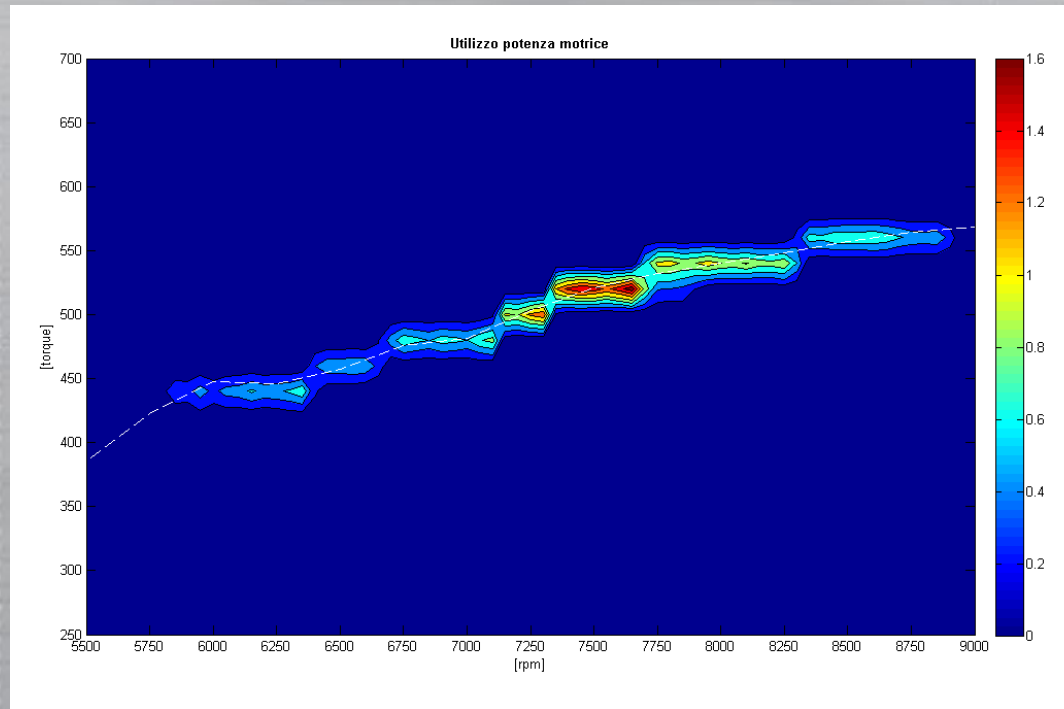
488 GTB



Vehicle Dynamics



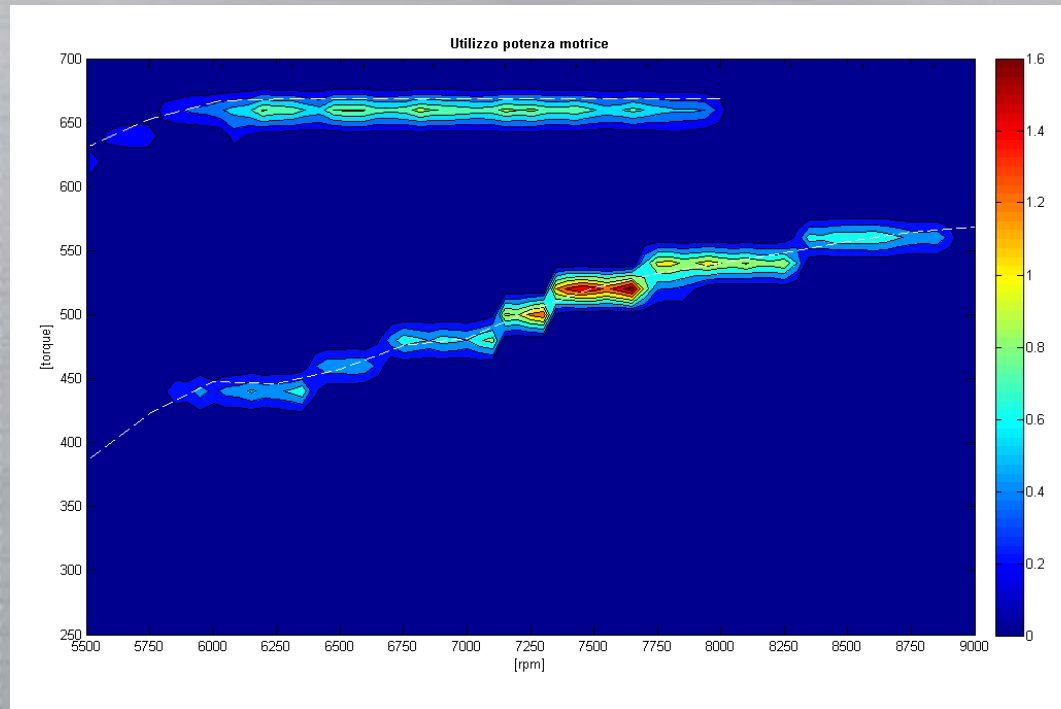
Performance Driving Range



458Italia
570 CV (Max)
520 CV (Avg)

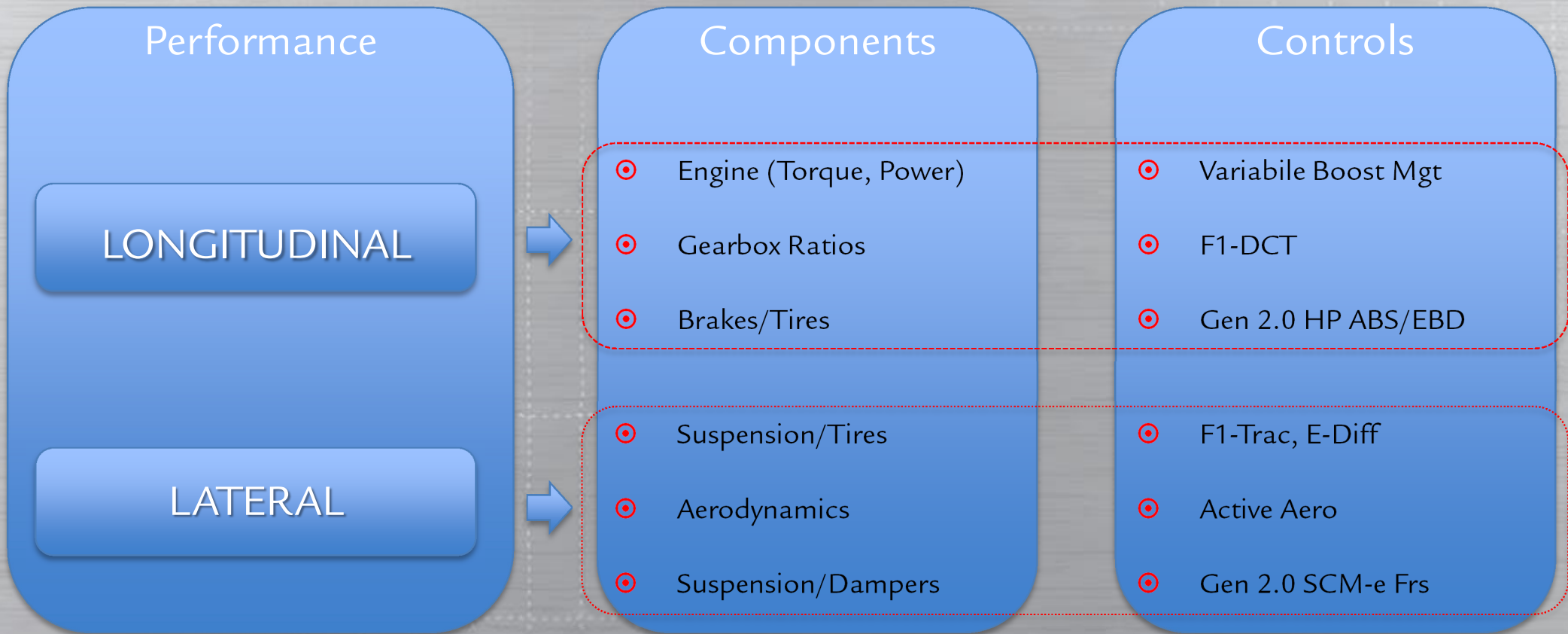


Performance Driving Range



488GTB
670 CV (Max)
670 CV (Avg)

458Italia
570 CV (Max)
520 CV (Avg)



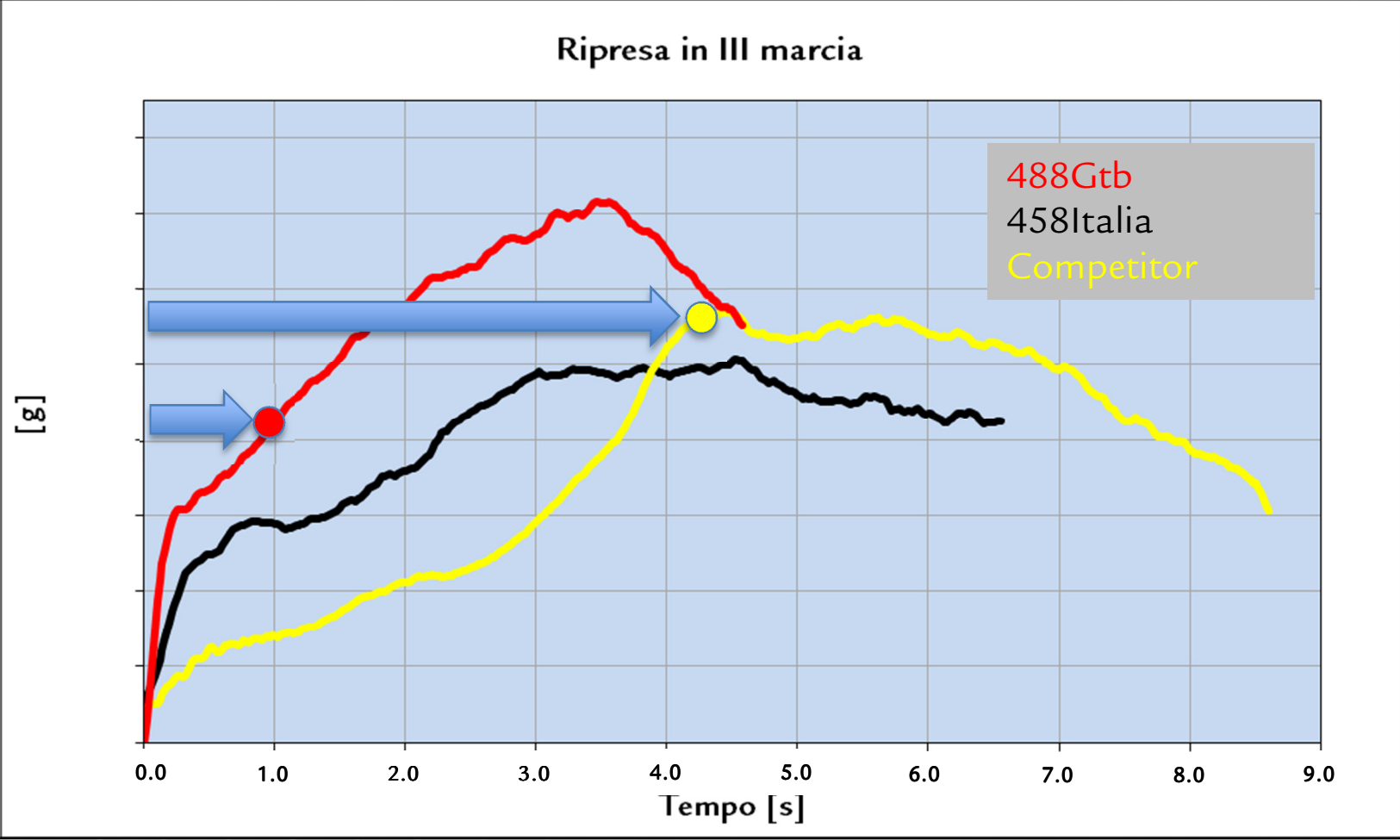


LONGITUDINAL PERFORMANCE



Time Response

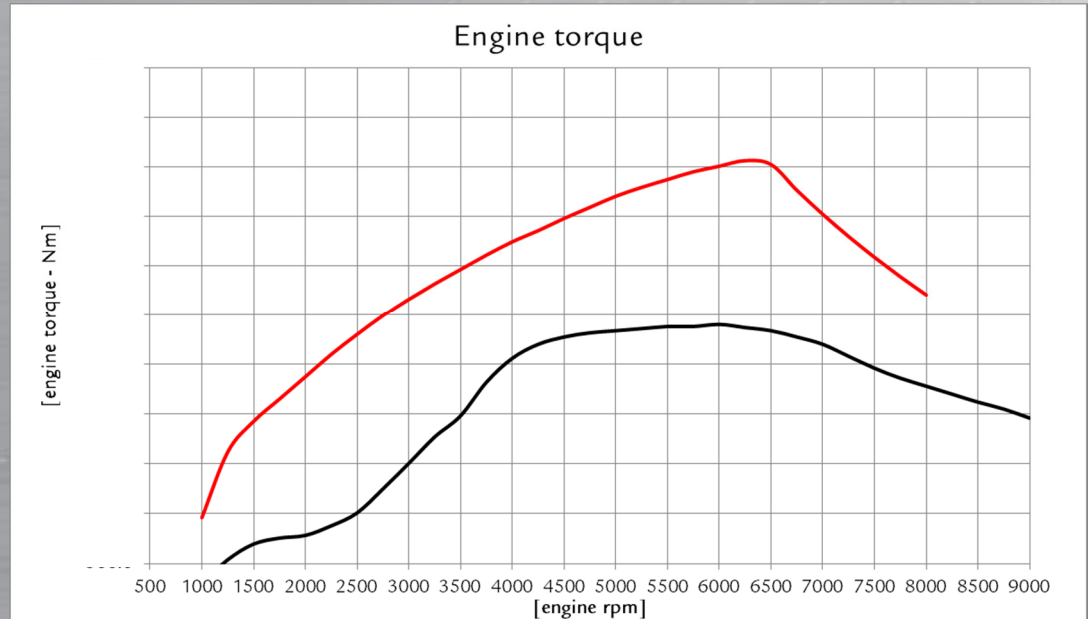
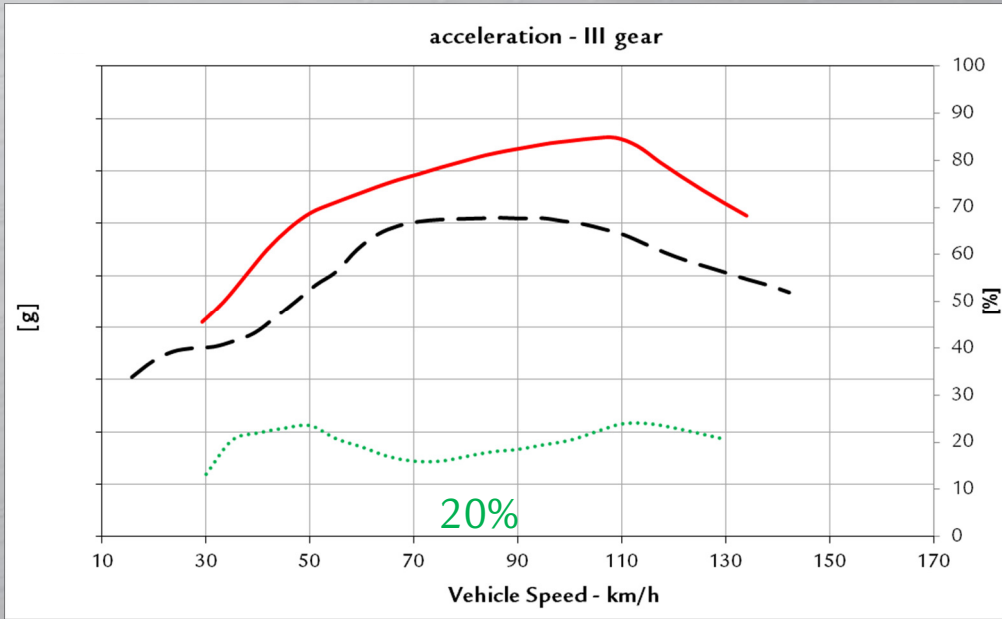
1500 rpm





Longitudinal Acceleration

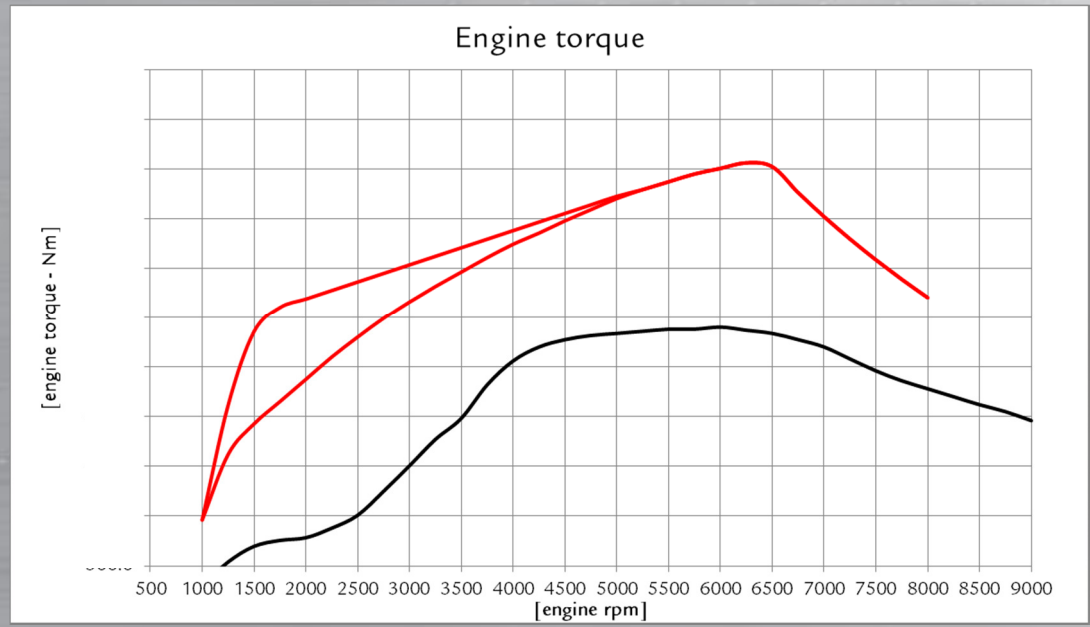
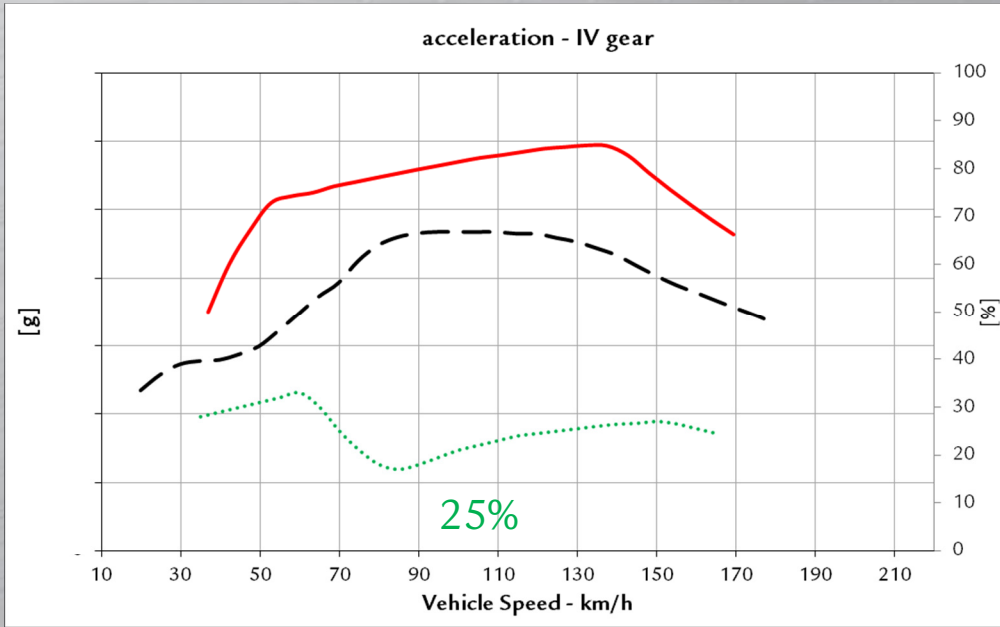
VARIABLE TORQUE MANAGEMENT





Long Acceleration

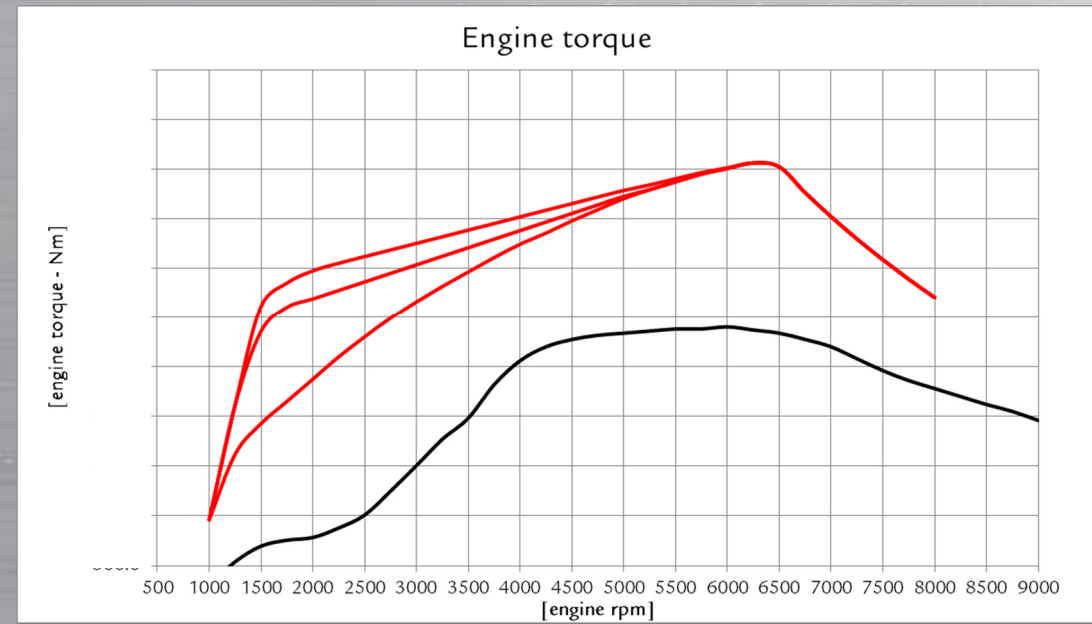
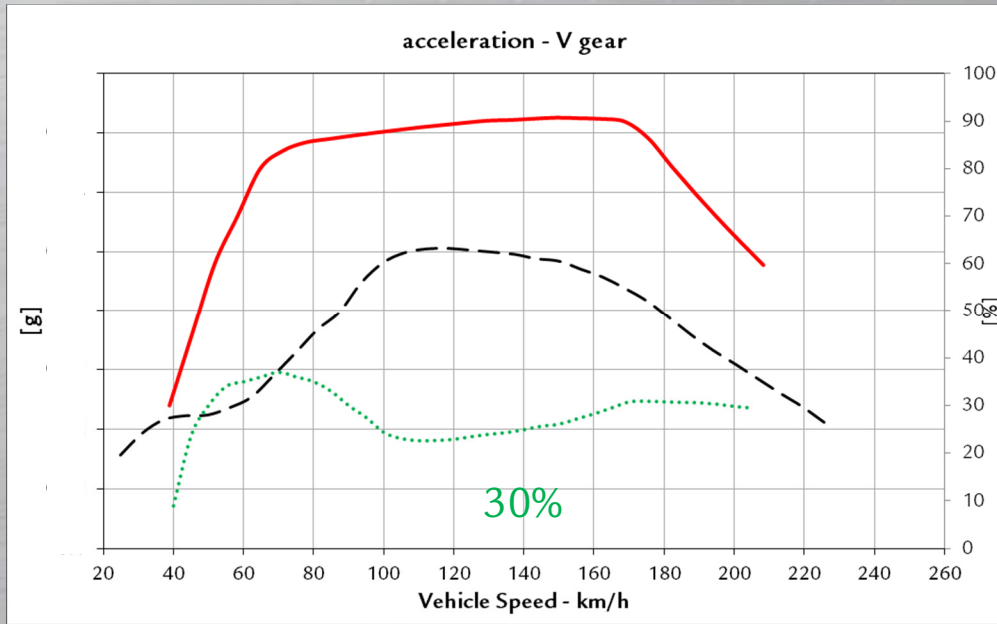
VARIABLE TORQUE MANAGEMENT





Longitudinal Acceleration

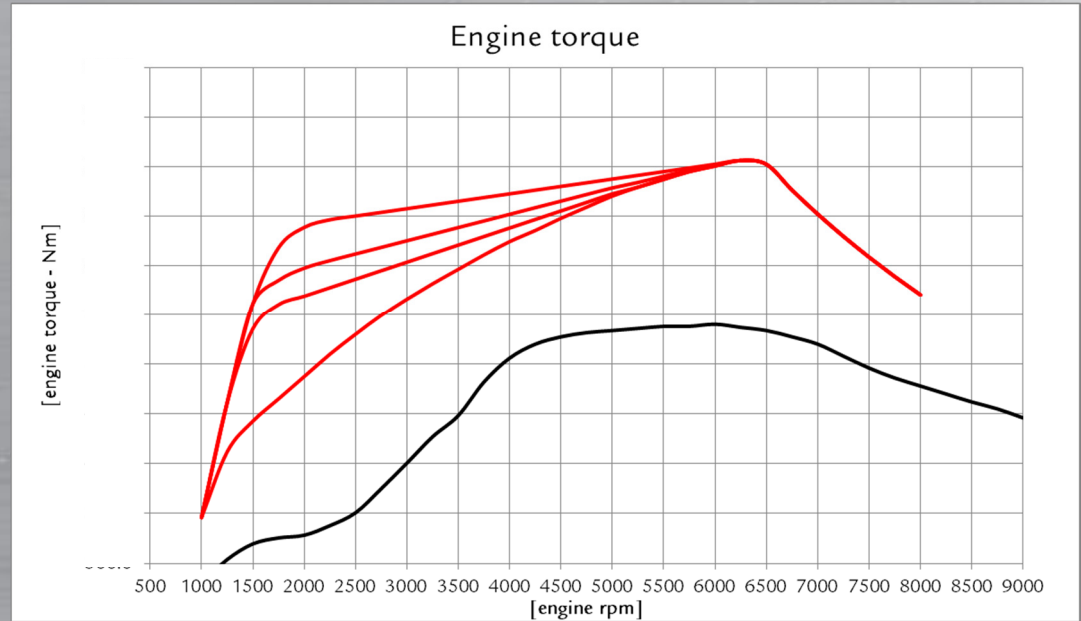
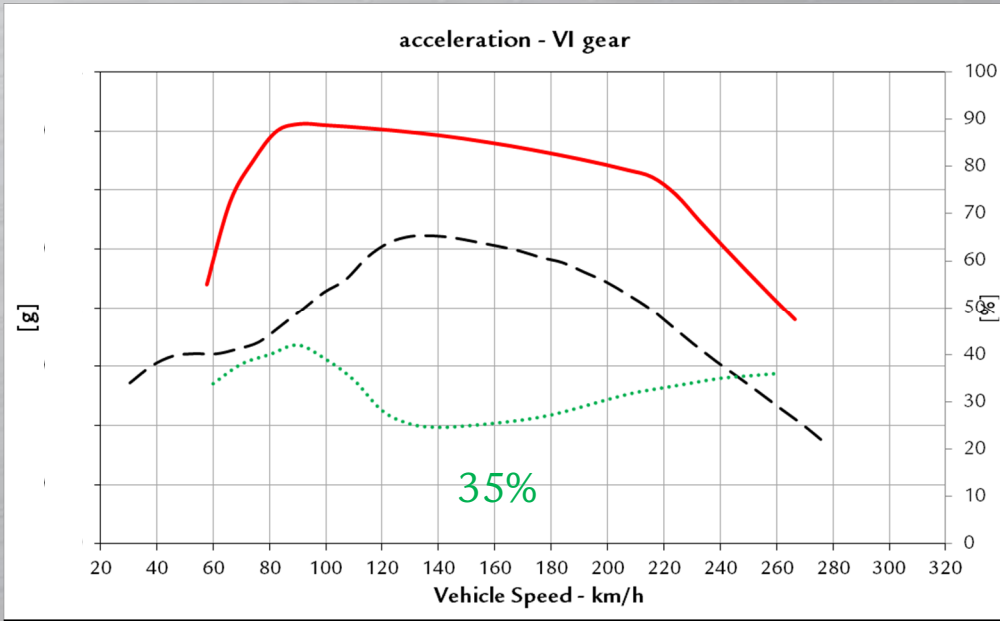
VARIABLE TORQUE MANAGEMENT





Longitudinal Acceleration

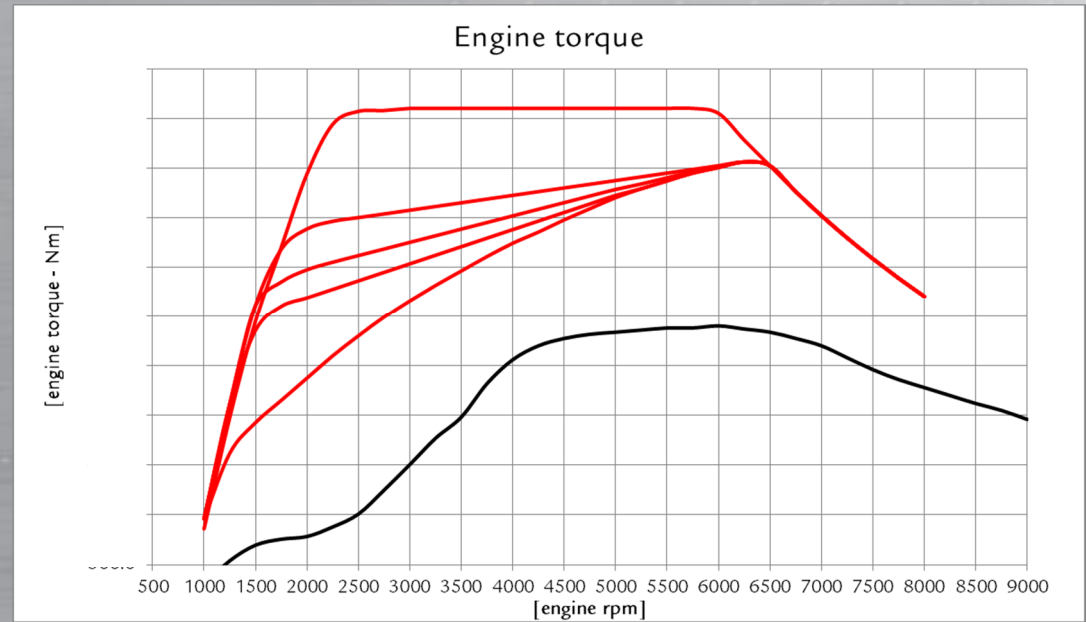
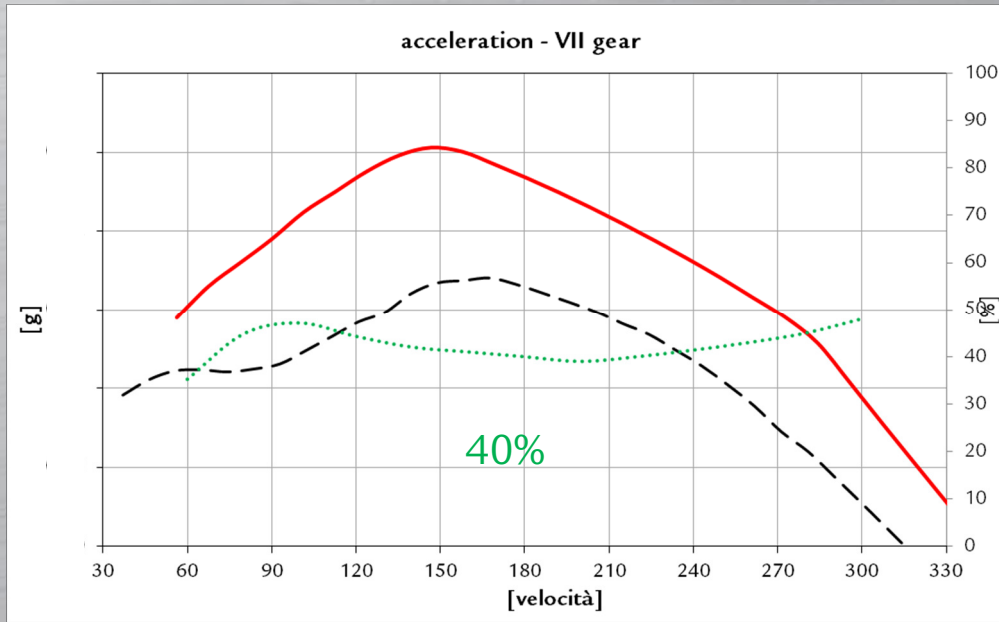
VARIABLE TORQUE MANAGEMENT





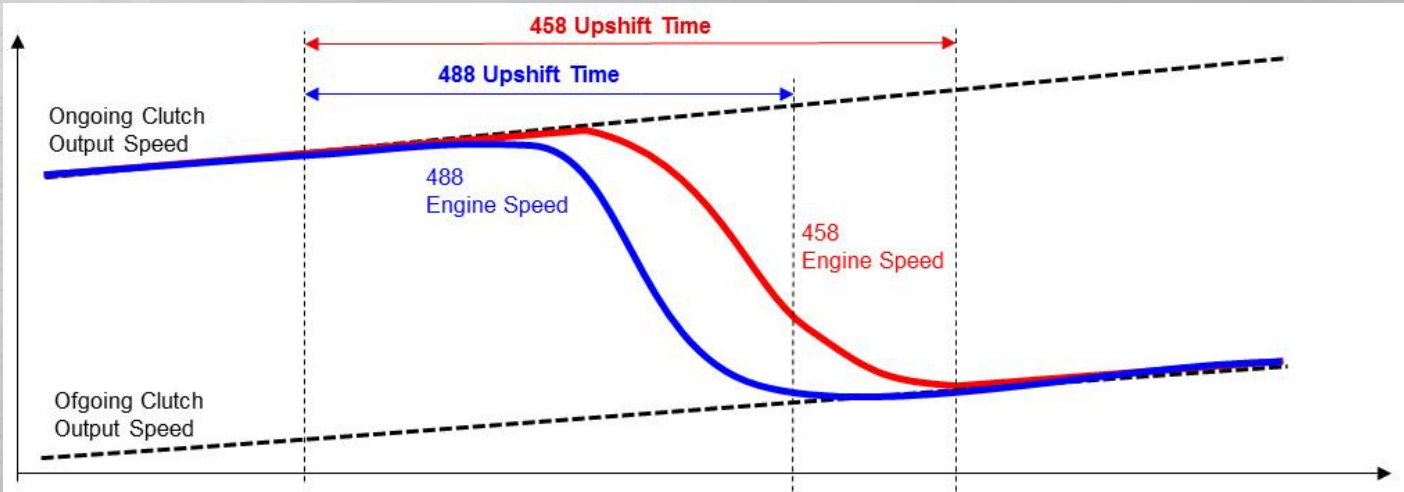
Longitudinal Acceleration

VARIABLE TORQUE MANAGEMENT

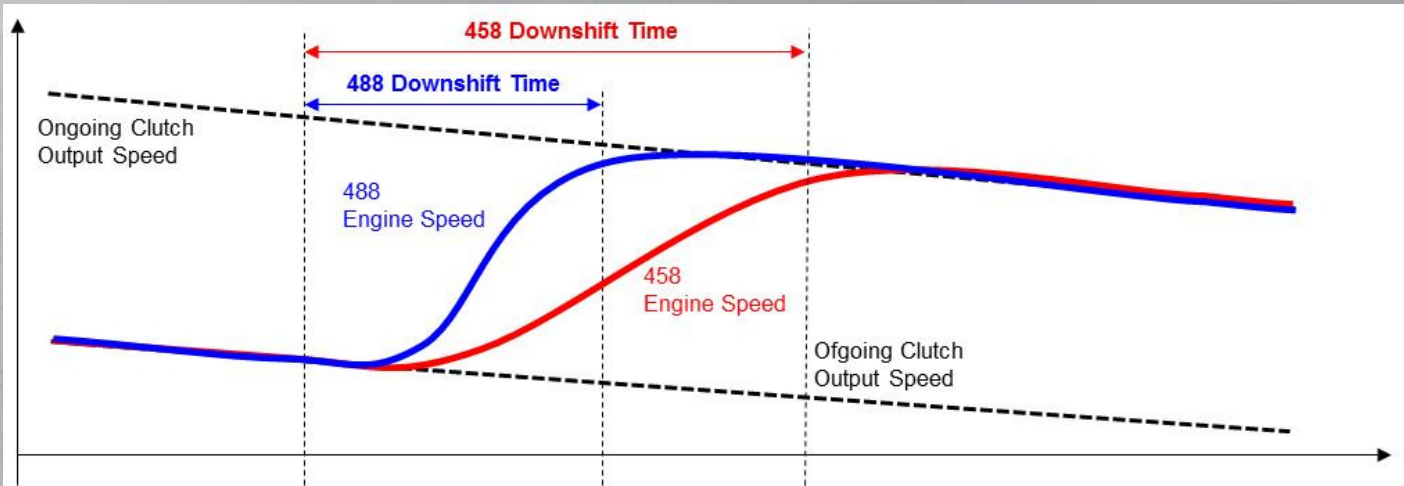




Gear Change Performance



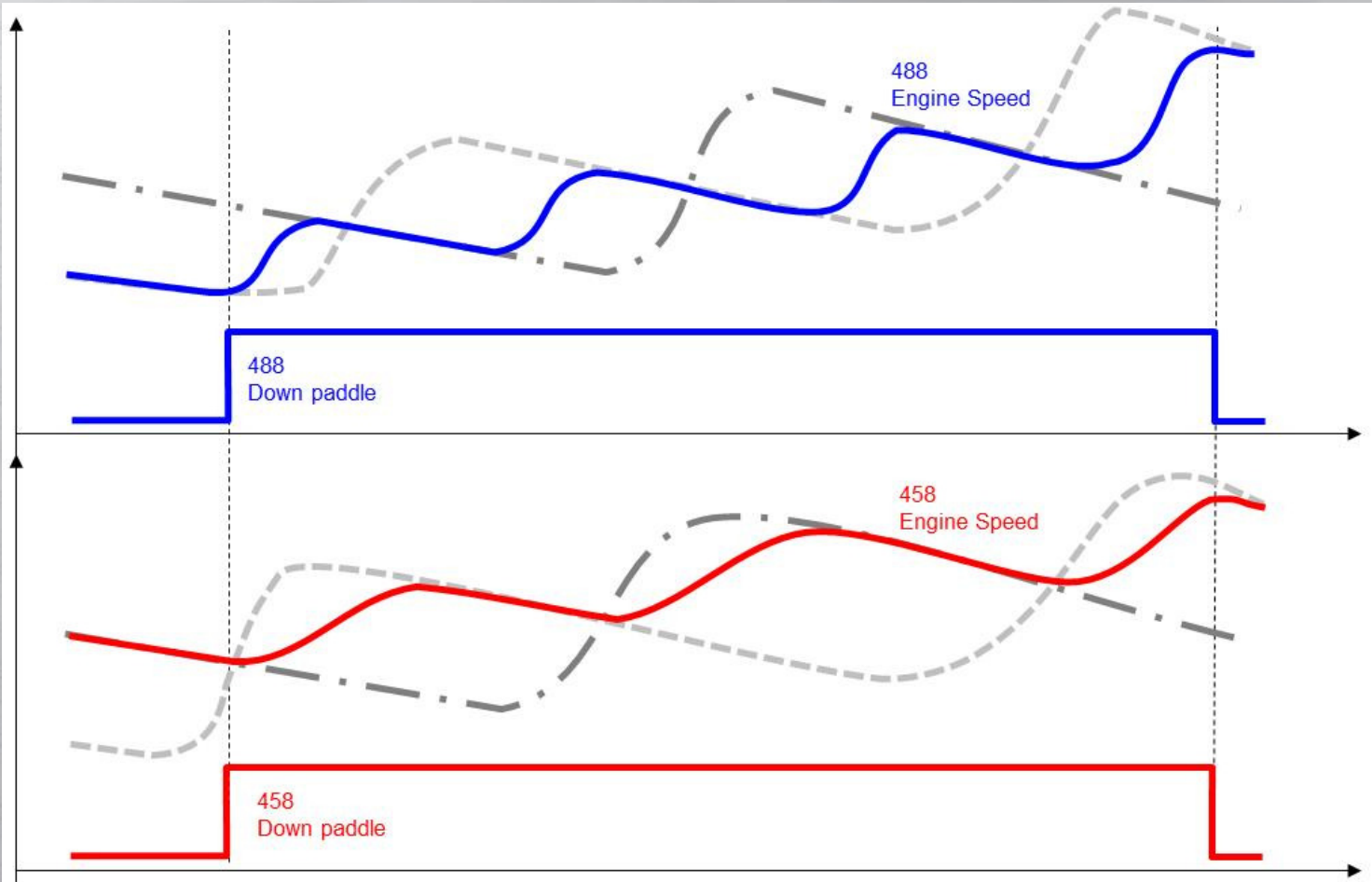
**UP SHIFT
TIME
-30%**



**DOWN SHIFT
TIME
-40%**



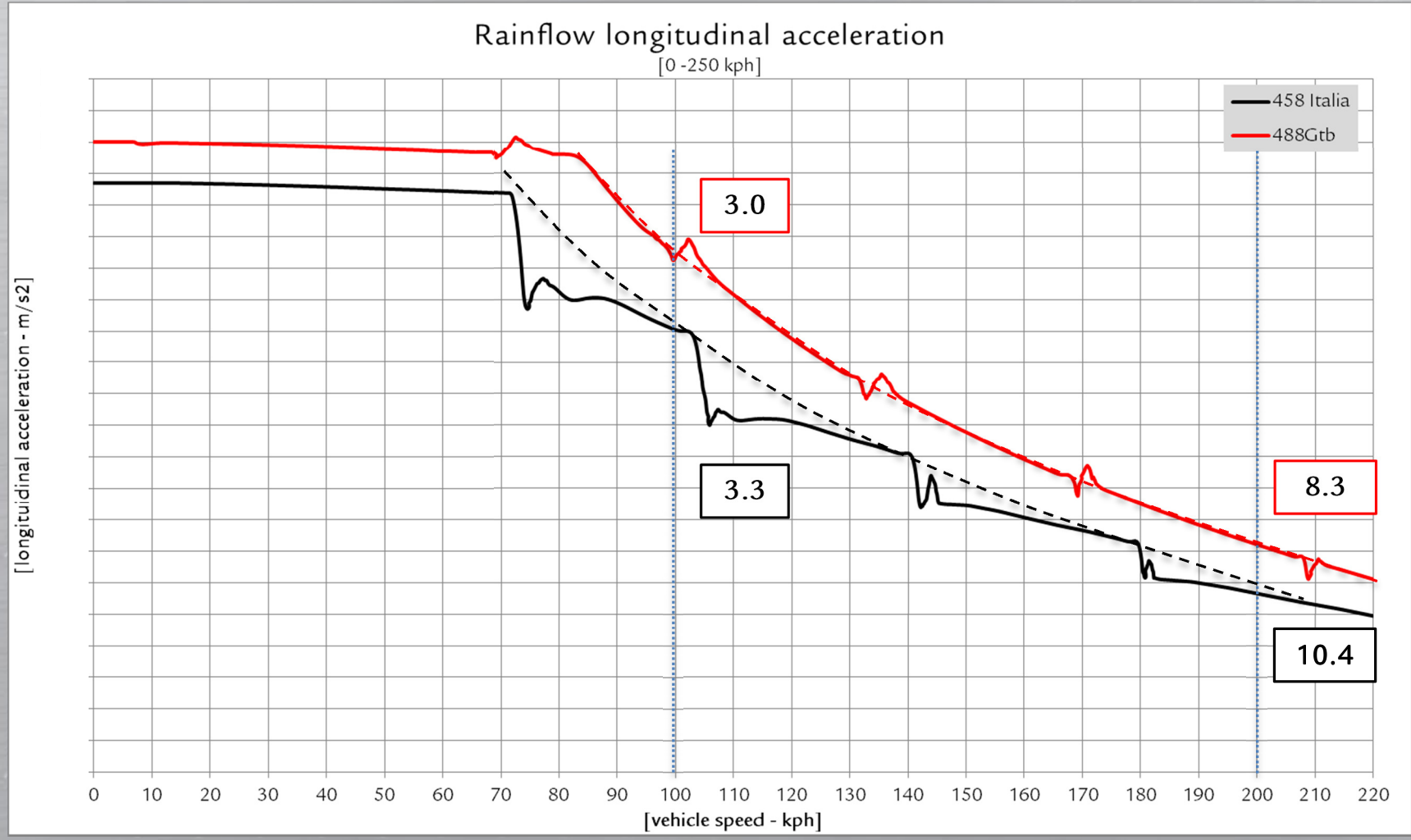
Gear Change Performance



FASTER MULTIPLE
DOWN SHIFT



Longitudinal Performance



488 GTB

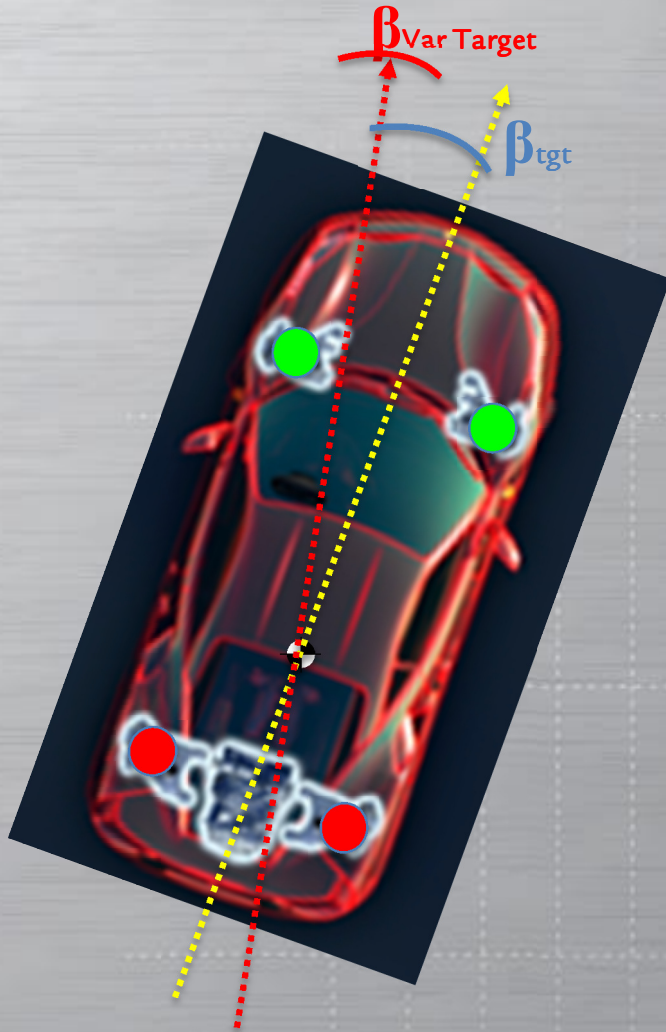


LATERAL PERFORMANCE



SSC CONCEPT: Turning-In

MINIMIZE Steering Wheel Angle Activity & Response Time



SSC CONCEPT

Stability
Point

VEHICLE TARGET

Desired
Side Slip Angle

SYSTEM TARGET

E-Diff
Locking Torque

SSC2 CONCEPT

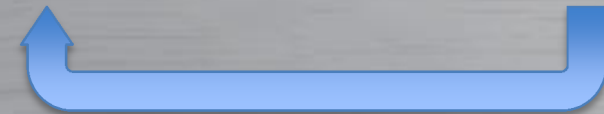
Stability
Point
VARIATION

VEHICLE TARGET

Desired
Side Slip Angle
VARIATION

SYSTEM TARGET

SCM e
Damping Force





Braking



Systems Involved

- Brakes (same as LaFerrari), differences vs 458Italia:
 - HY material PADS -14% size, +18% mu
 - Extreme design calipers: -4.5% oil temperature
 - Total weight: -2.7 kg vs 458 (-5.4 kg same performance)
- ABS/EBD (GEN 2.0 High Performance ABS)
 - ESP 9.0 premium ECU -35% weight
 - Faster pressure build up (cm³/s/kg): +36%

Braking Performance

- Stopping distance: -6mt Vs 458



Turning-In

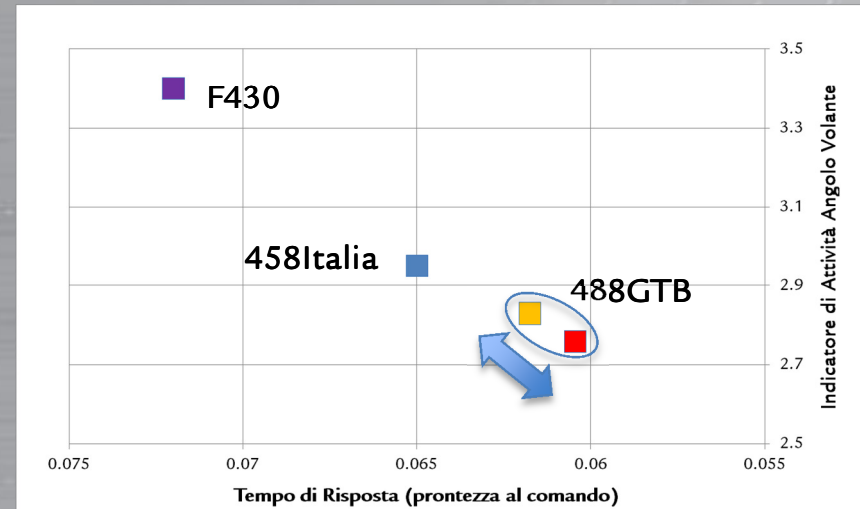


Systems Involved

- Tire/Suspensions
- E-Diff / SCM-e (with SSC2)

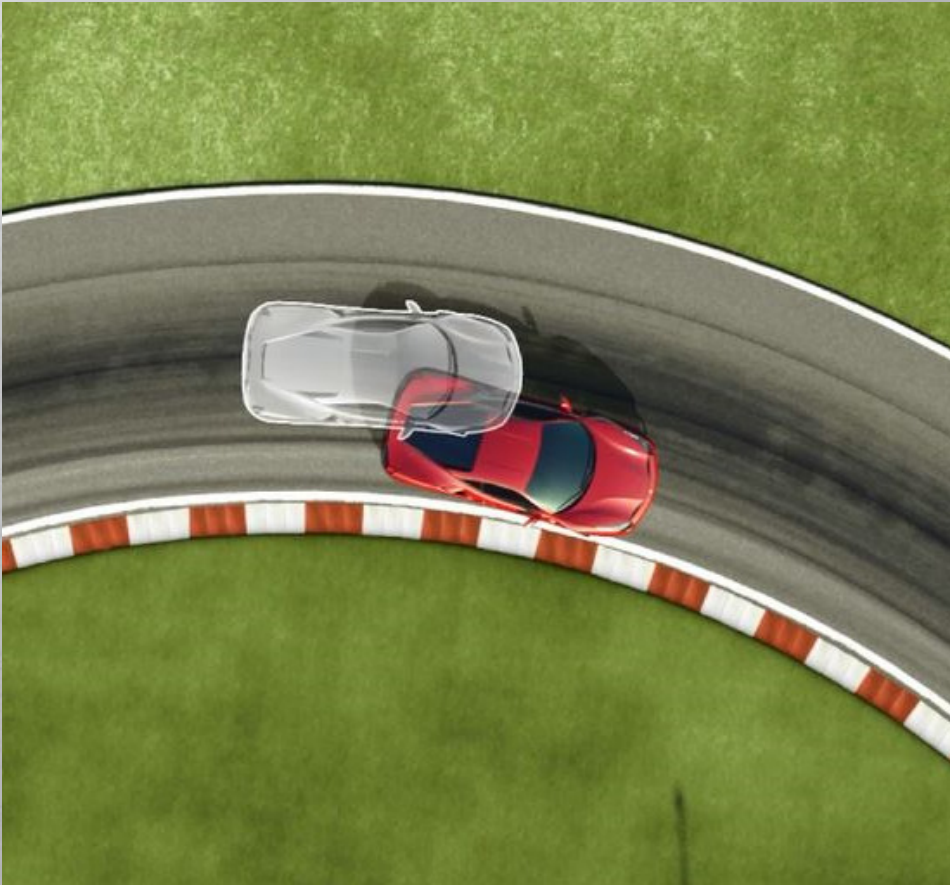
Turning Performance

- Time Response (SWA Vs Ay): - 8% (vs 458Italia)





Cornering



Systems Involved

- ⊙ Tire/Suspensions
- ⊙ E-Diff / SCM-e (with SSC2)
- ⊙ Active Aerodynamics

Cornering Performance

- ⊙ Max Lateral Ay: **+6%** (vs 458Italia)
- ⊙ Max Roll Angle: **- 13%** (vs 458Italia)

488 GTB Vehicle Dynamics



Exiting

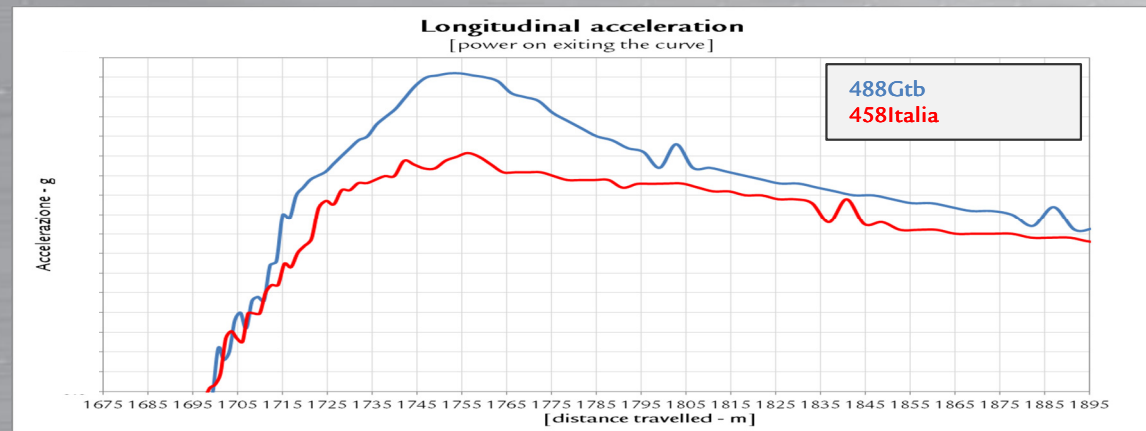


Systems Involved

- Tire/Suspensions
- F1-Trac/E-Diff/ SCM-e (with SSC2)
- Engine Torque

Exiting Performance

- Max Longitudinal Ax: **+12%** (vs 458Italia)



488 GTB Vehicle Dynamics

