



CAPITAL MARKETS DAY

Maranello | September 18, 2018

SAFE HARBOUR STATEMENT



This document, and in particular the section entitled "Financial targets", contains forward-looking statements. These statements may include terms such as "may", "will", "expect", "could", "should", "intend", "estimate", "anticipate", "believe", "remain", "on track", "successful", "grow", "design", "target", "objective", "goal", "forecast", "projection", "outlook", "prospects", "plan", or similar terms. Forward-looking statements are not guarantees of future performance. Rather, they are based on the Group's current expectations and projections about future events and, by their nature, are subject to inherent risks and uncertainties. They relate to events and depend on circumstances that may or may not occur or exist in the future and, as such, undue reliance should not be placed on them.

Actual results may differ materially from those expressed in such statements as a result of a variety of factors, including: the Group's ability to preserve and enhance the value of the Ferrari brand; the success of Ferrari's Formula 1 racing team and the expenses the Group incurs for Formula 1 activities; the Group's ability to keep up with advances in high performance car technology and to make appealing designs for its new models; the challenges and costs of integrating hybrid technology more broadly into Group's car portfolio over time; the Group's ability to preserve its relationship with the automobile collector and enthusiast community; the Group's low volume strategy; the ability of Maserati, the Group's engine customer, to sell its planned volume of cars; changes in client preferences and automotive

trends; changes in the general economic environment, including changes in some of the markets in which we operate, and changes in demand for luxury goods, including high performance luxury cars, which is highly volatile; the impact of increasingly stringent fuel economy, emission and safety standards, including the cost of compliance, and any required changes to its products; the Group's ability to successfully carry out its growth strategy and, particularly, the Group's ability to grow its presence in emerging market countries; the Group's ability to service and refinance its debt; competition in the luxury performance automobile industry; reliance upon a number of key members of executive management, employees and the ability of its current management team to operate and manage effectively; the performance of the Group's dealer network on which the Group depend for sales and services; increases in costs, disruptions of supply or shortages of components and raw materials; disruptions at the Group's manufacturing facilities in Maranello and Modena; the Group's ability to provide or arrange for adequate access to financing for its dealers and clients, and associated risks; the performance of the Group's licensees for Ferrari-branded products; the Group's ability to protect its intellectual property rights and to avoid infringing on the intellectual property rights of others; product recalls, liability claims and product warranties; continued compliance with customs regulations of various jurisdictions; labor relations and collective

bargaining agreements; exchange rate fluctuations, interest rate changes, credit risk and other market risks; changes in tax, tariff or fiscal policies and regulatory, political and labor conditions in the jurisdictions in which the Group operates, including possible future bans of combustion engine cars in cities and the potential advent of self-driving technology; ability to ensure that its employees, agents and representatives comply with applicable law and regulations; the adequacy of its insurance coverage to protect the Group against potential losses; potential conflicts of interest due to director and officer overlaps with the Group's largest shareholders; ability to maintain the functional and efficient operation of its information technology systems, including our ability to defend from the risk of cyberattacks on our in-vehicle technology, and other factors discussed elsewhere in this document.

Any forward-looking statements contained in this document speak only as of the date of this document and the Company does not undertake any obligation to update or revise publicly forward-looking statements. Further information concerning the Group and its businesses, including factors that could materially affect the Company's financial results, is included in the Company's reports and filings with the U.S. Securities and Exchange Commission, the AFM and CONSOB.



TECHNOLOGICAL LEADERSHIP

MICHAEL H. LEITERS

CHIEF TECHNOLOGY OFFICER



ENRICHING THE FERRARI DNA



PERFORMANCE



DRIVING EMOTIONS



VERSATILITY & COMFORT



PUSHING OUR OWN TECHNOLOGICAL BOUNDARIES

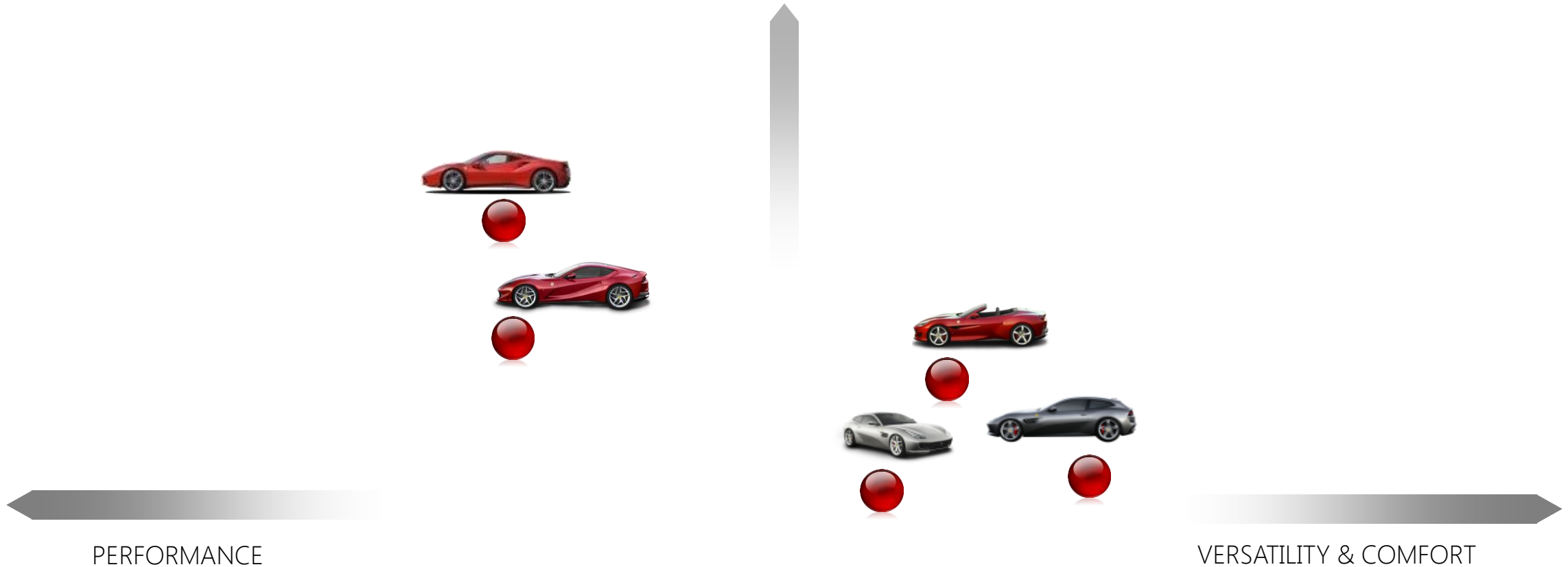
TECHNICAL FOOTPRINT: FERRARI RANGE



SPORTS

GRAN TURISMO

DRIVING EMOTIONS



TO ENHANCE ALL 3 DIMENSIONS

THE WAY TO DO IT



INNOVATION FOCUSES ON

Performance, Driving Emotions, Versatility & Comfort

LEVERAGING F1 SPECIFIC KNOW-HOW

FIRST MOVER INNOVATIONS ON CORE VEHICLE AREAS

CUSTOMIZATION OF EXISTING TECHNOLOGIES IN THE FERRARI WAY

SHARE OF COMMON COMPONENTS

INNOVATION IS A KEY FACTOR

REGULATIONS



EUROPE

EU 6 c/d (Emissions)

WLTC (Consumption)

USA

Lev III (Emissions)

CHINA

China 6^a and 6^b
(Emissions)

SVM STATUS

Over 10,000 units
per year

INTERNAL COMBUSTION ENGINE AS PER FERRARI'S DNA



"Without doubt we are looking at an engineering masterclass from Ferrari. No turbo-lag, beautiful delivery, raw emotion, a furious growl and so much power. The Ferrari V8 is a work of art"



"The engine technical specifications alone make it hugely impressive, but the experience it gives the driver makes it truly phenomenal: its sound and power are both amazing"

"THE SOUL OF A CAR IS ITS ENGINE" ENZO FERRARI

FERRARI ENGINE FAMILIES



V12 Family

Continuous developments



V8 Family

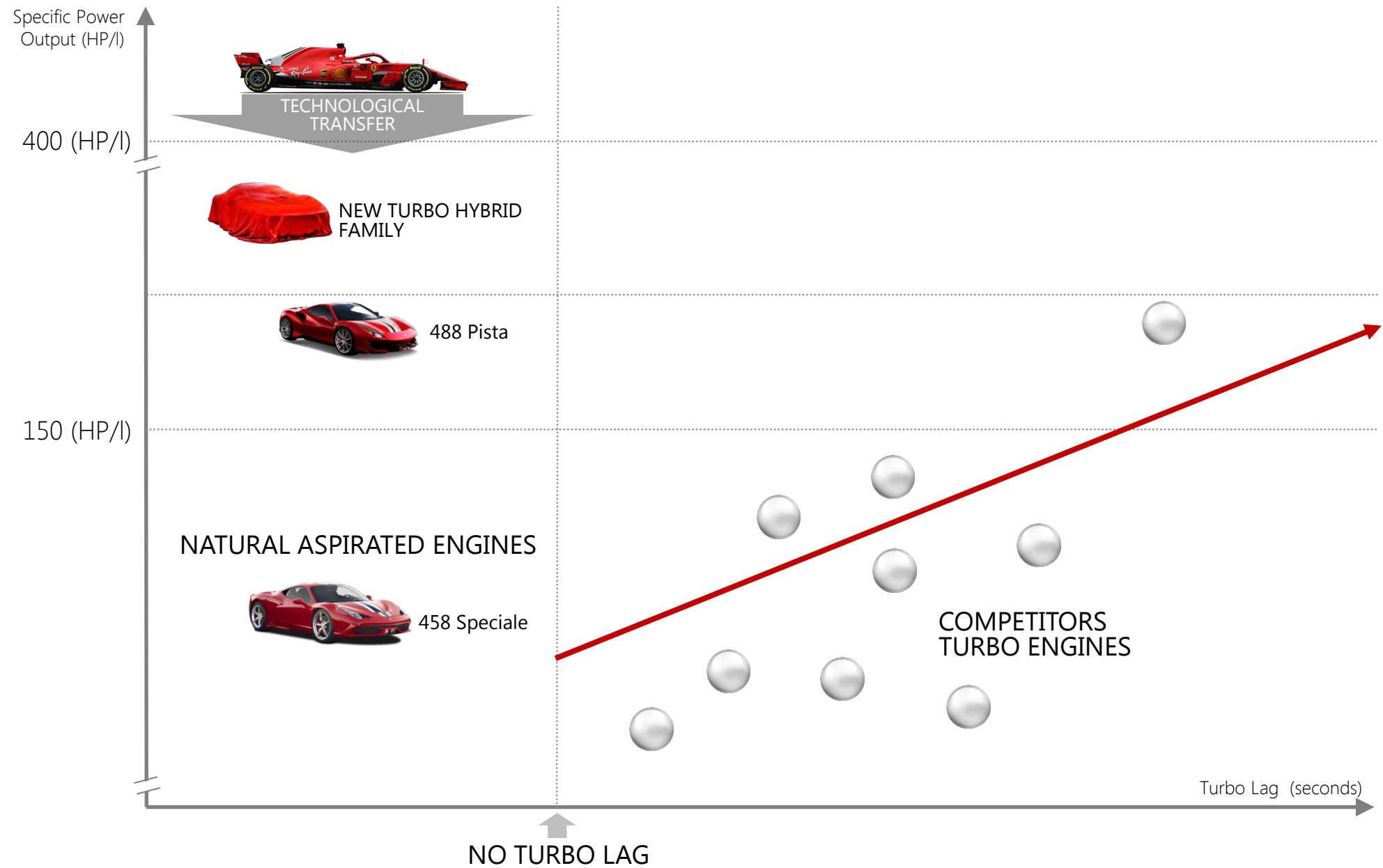
Technological step-ups

V6

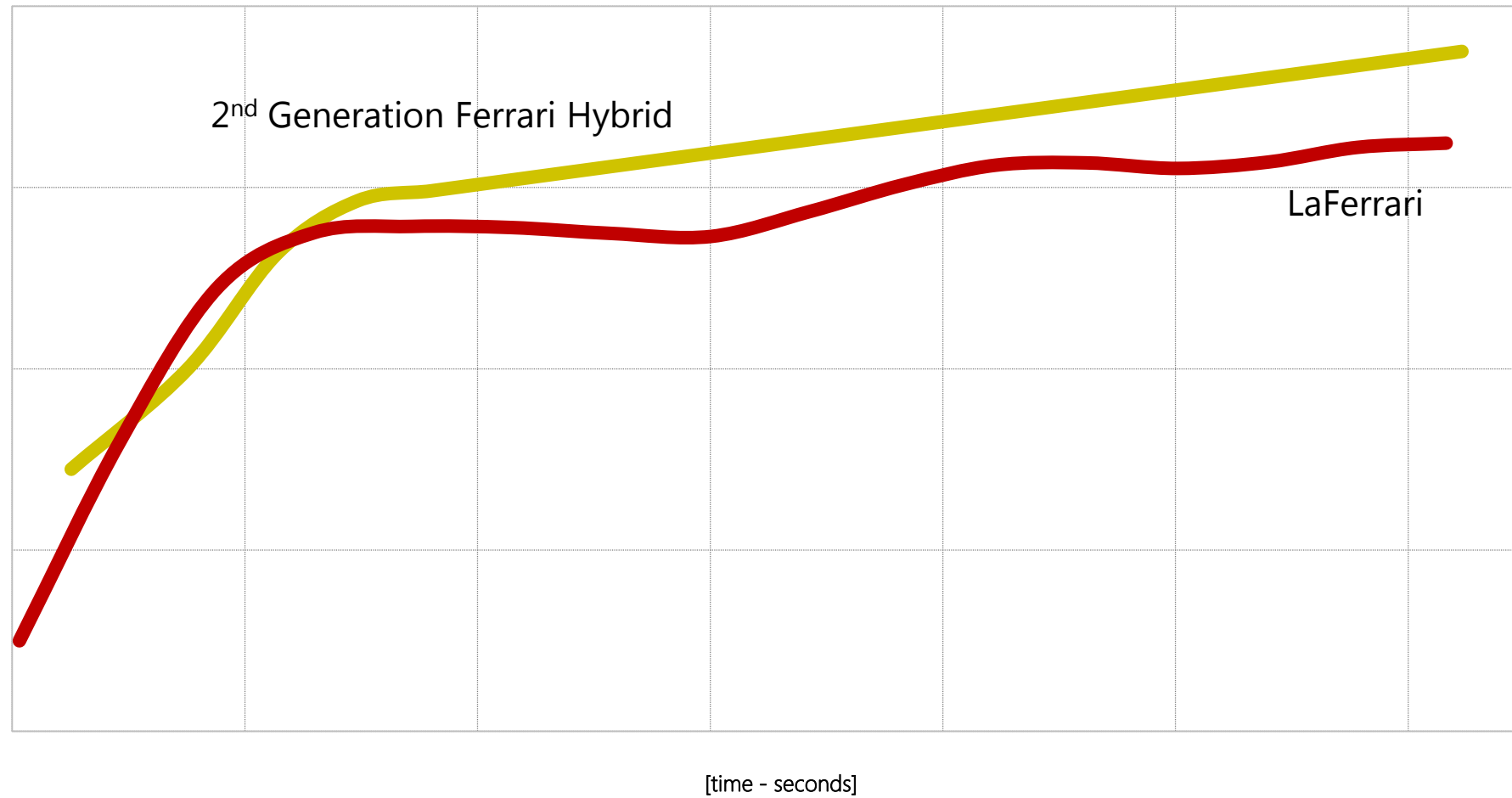
V6 Family

New architecture

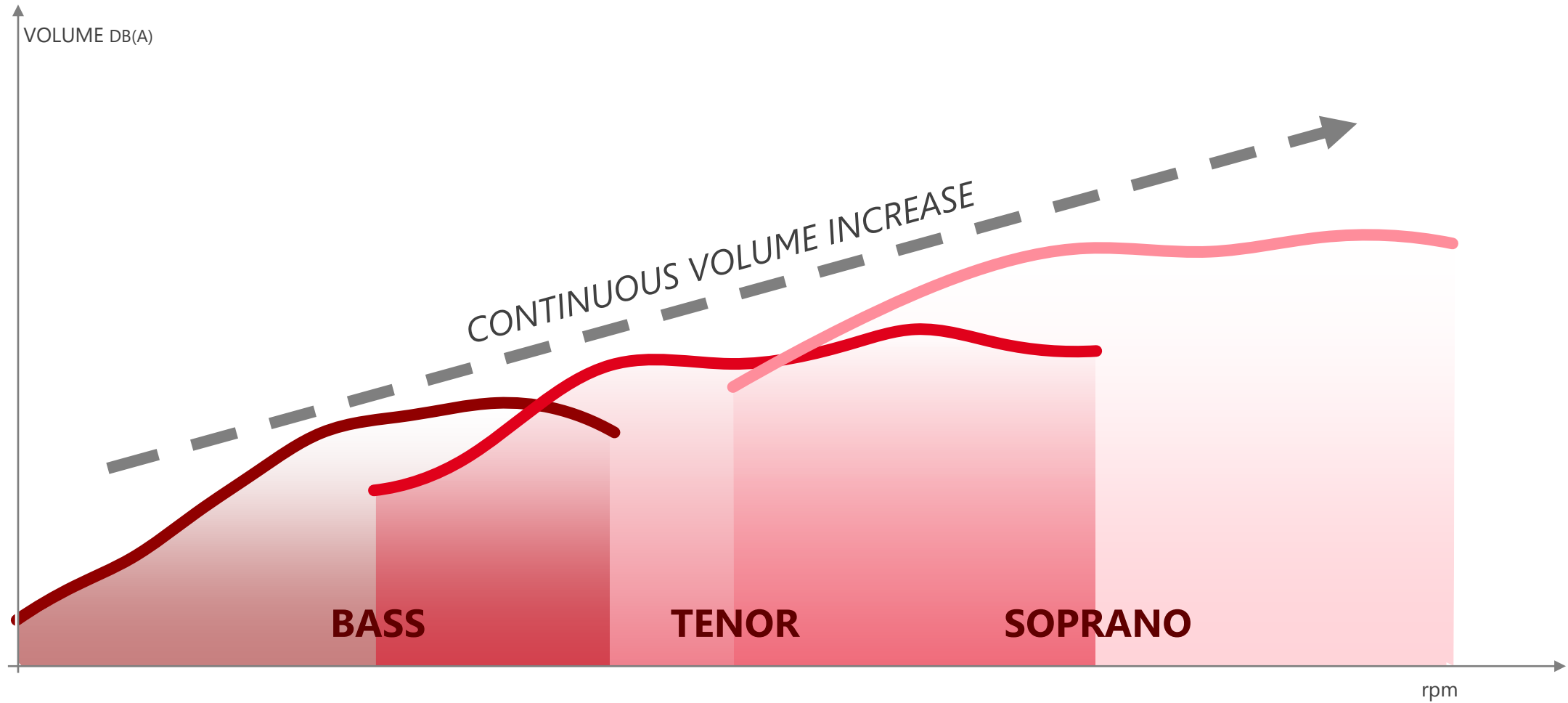
FERRARI TURBO ENGINES: BREAKTHROUGH TECHNOLOGY



FERRARI PERCEIVED ACCELERATION



FERRARI MUSIC



FERRARI ARCHITECTURE

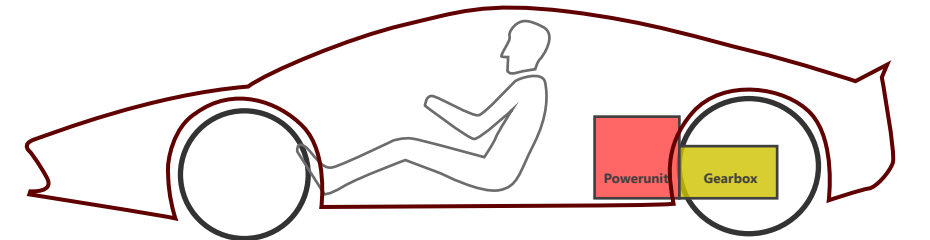


Product Specification

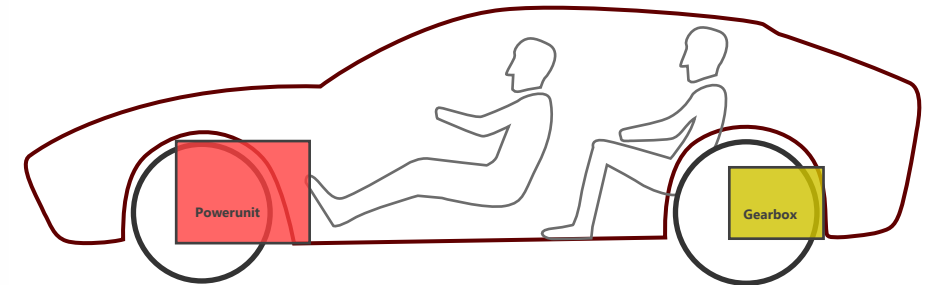
Engine	V12 vs. V8 vs. V6
Hybridization	Yes vs. No
Traction	2WD vs. 4WD
Seating	2 vs. 2+ vs. 2+2 vs. 4
Body style	Coupè vs. Spider vs. "Purosangue"
Clearance	Low vs. High

NEW FERRARI PRODUCT RANGE

Architecture



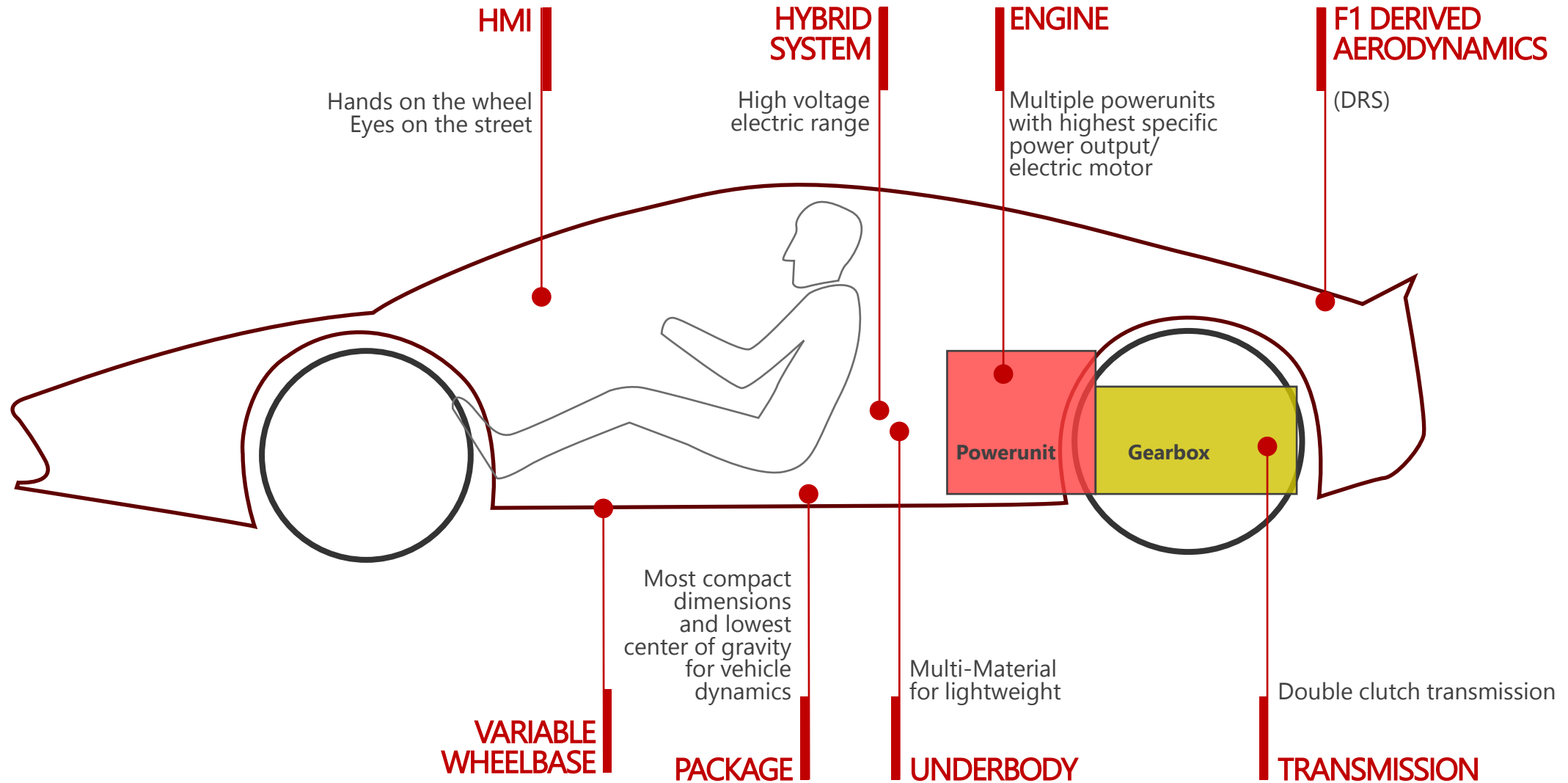
Rear Mid Engine



Front Mid Engine

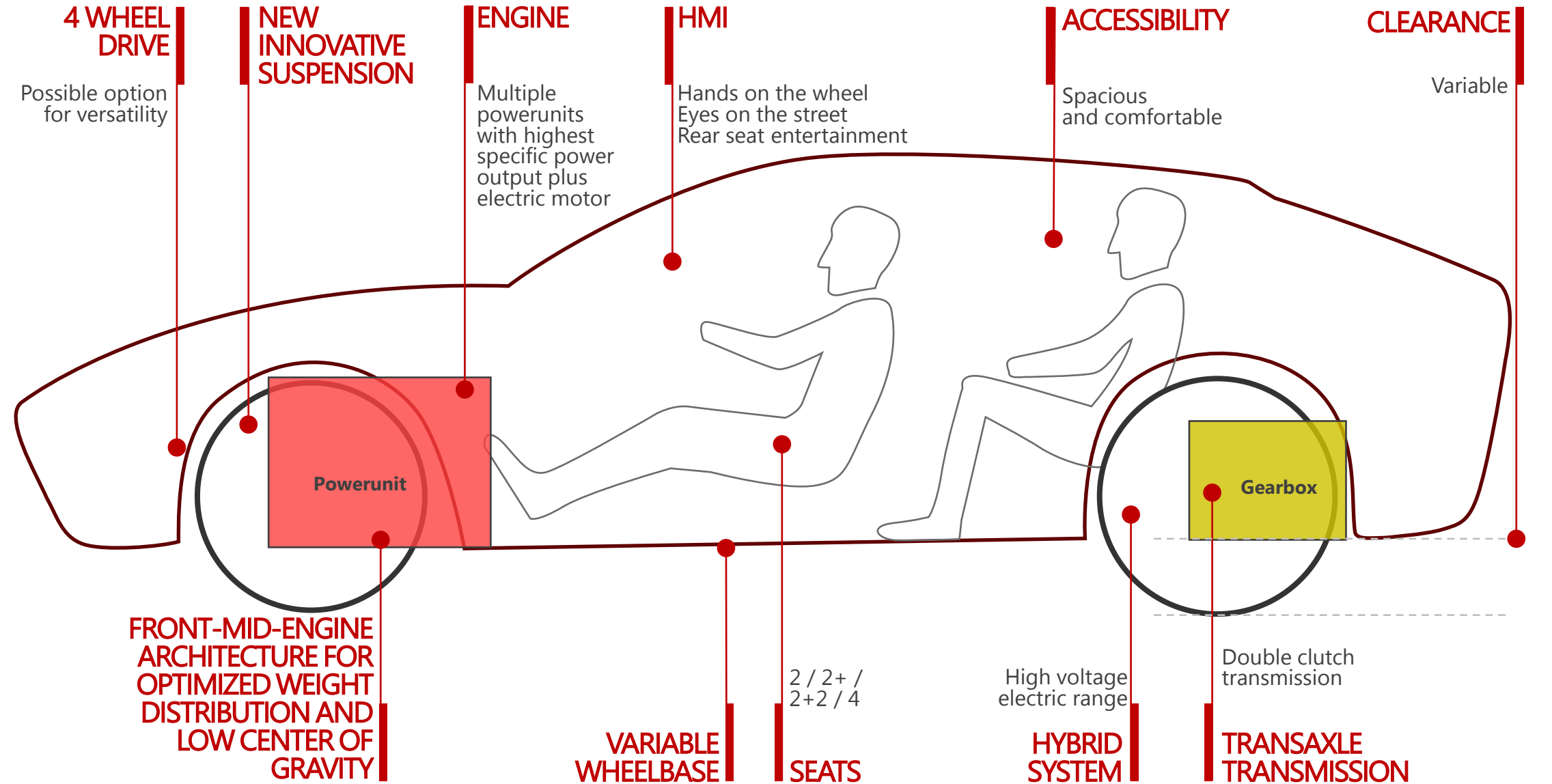
HIGH FLEXIBILITY BASED ON 2 ARCHITECTURES

REAR MID ENGINE ARCHITECTURE



HIGH MODULARITY TO CREATE DIFFERENT PRODUCT CHARACTERISTICS

FRONT MID ENGINE ARCHITECTURE



INCREASED MODULARITY

NEW GENERATION HUMAN MACHINE INTERFACE



- Head Up Display
- New innovative cluster
- New steering wheel
- New commands
- New infotainment with connectivity
- Passenger involvement

EYES ON THE ROAD, HANDS ON THE STEERING WHEEL

AUTONOMOUS DRIVING



REGULATIONS

**CUSTOMER
REQUIREMENTS**

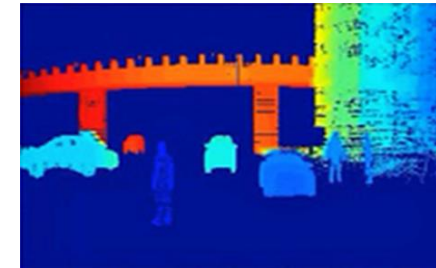
First Step

ADAS

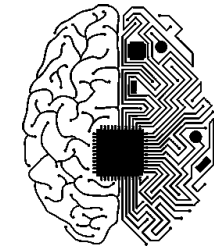


Second Step

**FERRARI SPECIFIC
APPLICATIONS**



Sensors



Artificial
Intelligence



Electronic architecture

MONITORING TO ENHANCE DRIVING EXPERIENCE

TECHNICAL FOOTPRINT: THE NEW FERRARI RANGE



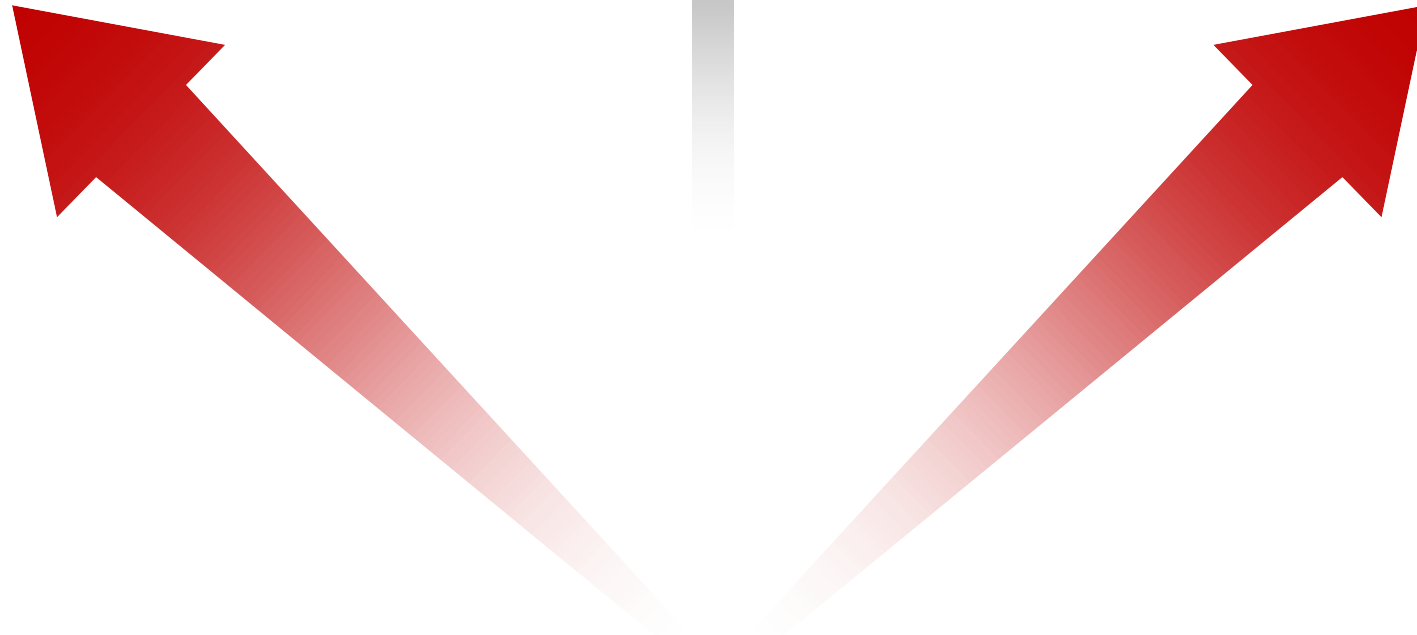
SPORTS



GRAN TURISMO



DRIVING EMOTIONS



PERFORMANCE



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ENLARGED FOOTPRINT IN ALL DIMENSIONS