

FERRARI 296 GTB / GTS / SPECIALE

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Ferrari 296 family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Owner chronology should be coherent. Multiple short-term ownership changes require explanation; long-term ownership with documented maintenance is a positive indicator.
- ☐ Service file judged by content, not stamps: dates, mileage, invoices, items actually performed, software updates, hybrid checks, campaigns, warranty repairs.
- ☐ Recalls, CRITICAL: RC85 / 23V329 fuel pipe and RC93 / 25V716 turbo oil feed. VIN applicability, completion documented in the Ferrari record, replacement-pipe invoice, no fuel smell or leak traces near the HV underbody.
- ☐ Software and campaign status: current levels across powertrain, hybrid, battery management, gearbox, TMA, cluster, charging; outstanding campaigns listed. Old software is a remediation item before delivery, not a defect.
- ☐ Hybrid / HV warranty status: which coverage remains (e.g. Extended Coverage Plus Hybrid, 8-year battery logic), is it transferable? A value item, not paperwork trivia.
- ☐ Modification history in writing: ECU, hybrid or torque-strategy software, exhaust, OPF, downpipes, suspension. On a PHEV, any power software weighs heavier than on an older car.
- ☐ Assetto Fiorano / Speciale / Piloti: factory specification verified via VIN and build sheet; Piloti additionally allocation and Tailor Made documentation.
- ☐ Ex-rental or commercial history: establish with documents, not geography; proceed only with exceptional documentation and price recognition.
- ☐ Accident history: structural damage is the binary question, and on this car the HV-underbody impact question is asked directly.
- ☐ Market positioning completed: variant, package and coverage status weighted, comparables known, this car placed before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Take the car over with sufficient charge. Walk the modes: eDrive (engine stays off under suitable conditions), clean engine-to-electric transitions in Hybrid, Performance, Qualify. Note warnings, SOC jumps, fast discharge.
- ☐ Deliberate combustion cold start: the car starts electrically by default, so a quiet cold departure proves nothing. Activate the V6 cold: idle, misfires, smoke, unusual noises, fuel or coolant smell.
- ☐ Charging test: OEM cable present; port, pins, locking, flap and seals; then a real charge of 10–20 minutes: charge starts, power plausible, SOC rises, no aborts, no errors.
- ☐ 12 V battery: age, type, voltage before activation, charging voltage, maintainer history; undervoltage fault history noted.
- ☐ DCT + TMA cold: P to D and R, reverse engagement, first lock-up, crawling, noises. Warm: stop-and-go, 1-2 and 2-1, manual shifts under load, and regenerative braking to friction to power transitions. Watch shudder, lost gears, harsh shocks, hybrid warnings together with DCT errors.
- ☐ Brakes: pedal feel, linearity, regenerative-to-friction transition, straight braking; CCM surfaces, edges and drillings, pads, calipers, inner disc faces; fresh pads on used discs noted.
- ☐ Tyres and wheels: Ferrari homologation, DOT, heat cycles, inner-edge wear, pick-up, repairs, TPMS. Speciale: the bespoke Cup 2 specification correct; on a near-new car a wrong tyre demands an explanation.
- ☐ Underbody and HV area: battery protection for impacts, deformation, cracks, grinding marks, wrong jacking points, fresh or manipulated panels.
- ☐ Active rear spoiler: full cycle, alignment, damage, actuator behaviour, repair traces.
- ☐ GTS / Speciale A roof: at least two cold cycles and again warm after the road test (about 14 s, up to about 45 km/h): symmetry, pauses, noises, decklid, microswitches, windows, seals, water marks.
- ☐ Road test: full temperature, all modes including eManettino, lift cycled several times, then 10–15 minutes heat soak, restart, and a post-test fault re-scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full Ferrari-system scan (DEIS), not a generic OBD tool: permanent, stored, intermittent and history codes, cleared-code evidence, module communication.
- ☐ HV battery health: SOC plausibility, cell imbalance where readable, isolation faults, temperature faults, battery-management errors, HV cooling performance, repair or replacement history.
- ☐ Hybrid calibration history: eDrive unavailability and re-adaptation events traced to a cause, never accepted as “normal, just reset”.
- ☐ Undervoltage discipline: stabilise the 12 V system, clear, fully re-activate, read again; only then judge remaining faults.
- ☐ DCT / TMA diagnostics: clutch parameters and adaptations, TMA faults, documented repair history. Field cases up to gearbox replacement exist; systemic frequency is not established.
- ☐ Software levels in all domains and outstanding campaigns in the Ferrari record.
- ☐ Cooling: pressure test, all circuits, sensors and gradients, HV cooling errors; behaviour through warm-up and heat soak.
- ☐ Turbochargers / hot-V: oil feed and return including the RC93 zone, connections, wastegates, heat shields, oil traces on hot components, cleaning traces.
- ☐ Brake-by-wire and ABS Evo diagnostics, wheel-speed and brake-control fault history.
- ☐ Structure: paint depth on metal panels; carbon judged by inspection, part numbers and build spec, not paint-meter values; rails, pickup points, and the HV enclosure area explicitly.
- ☐ Track condition score (Assetto Fiorano / Speciale): tyre heat cycles, CCM and pad state, caliper discoloration, splitter, undertray, diffuser, wheel chips, alignment values, tow-hook marks, post-track maintenance. Track use is not a verdict; concealed or unmaintained track use is.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€800–1,400 / ≈£700–1,200 / ≈\$900–1,500. Indications, not conversions; obtain current local quotes.

“An F8 is bought on its file; a 296 is bought on its file and its software. The healthy hybrid ecosystem, not the odometer, is the real condition report.”

Deep dive: Supercar Models Paper 06 · Model File 06 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every defect makes a bad car: the question is whether a problem is known, quantifiable and priced in. These are costs and questions, not verdicts.

- ☐ Old software level or open update backlog: PPI remediation before delivery, then a completed item, not a lasting defect.
- ☐ Weak 12 V battery with a fault cluster: stabilise, clear, re-test before judging modules; then price what remains.
- ☐ A documented, properly executed DCT or hybrid repair: not negative in itself; read the invoices and the diagnosis path.
- ☐ CCM pads due, lift or damper leakage, cosmetic carbon damage: quantifiable items; quote first, then price.
- ☐ RC85 or RC93 applicable but open: resolve before purchase, Ferrari confirming applicability and remedy in writing.
- ☐ Replaced tyres on a near-new car: a known cost, but ask why; on a Speciale the answer belongs in the file.
- ☐ Disclosed, documented modifications: a value and warranty question, priced openly. It is the undisclosed kind that escalates.
- ☐ Negotiate from market position and quantified defects, not assumed dealer margin.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Suspected impact to the HV battery enclosure without a Ferrari HV inspection: no purchase sign-off.
- Applicable fuel-pipe campaign unresolved with no realistic path to resolution before purchase.
- Hybrid warnings explained away as “normal, you just reset it”.
- Unexplained isolation faults or high-voltage fault codes.
- Evidence of undisclosed ECU, hybrid or torque-strategy tuning.
- Undocumented structural accident or questionable structural repair.
- Unexplained mileage discrepancies or diagnostics cleared immediately before viewing.
- A car whose problems cannot be named, quantified and priced: the one category that cannot be negotiated.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one; agree a charging routine and complete one full, observed charge cycle early.
- ☐ Insurance and storage confirmed before delivery; purchase file and PPI report archived. GTS and Speciale A: exercise the roof regularly.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam for your own drives.