

FERRARI FF

THE PTU BLOCK · FOUR GRADES · TWO CAMPAIGNS BY VIN · V12 LOW RISK

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

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around an FF transaction. It replaces nothing. Ferrari's first all-wheel-drive series car is mechanically far better than its reputation, with exactly one great exception: the PTU, the two-speed front drive unit that is this checklist's own block. The 2026 good news is real: Ferrari lists genuine PTU repair kits, a current complete unit exists, and specialist rebuilds are established. So the rule is no longer "avoid", it is "never undocumented": buy a documented revision, or an original car that has passed a full 4RM diagnosis before purchase. Without that, do not touch the car.

A · THE PTU BLOCK · MANDATORY

- ☐ PTU part number CURRENTLY INSTALLED read and recorded: it outranks "replaced?".
- ☐ Original or revised unit established: replacement and rebuild history with invoices.
- ☐ Rebuild provider named: OEM exchange, Ferrari repair kits, or specialist revision.
- ☐ Bench test report present for any rebuilt unit: yes or no is a field.
- ☐ Fluid level AND condition checked: mixing or loss can precede any warning.
- ☐ Hydraulic and clutch pressures read; position and RPM sensors, solenoids, accumulator.
- ☐ 4RM fault history and current warnings: 4WD FAILURE or Wet-mode lock is grade D.
- ☐ Dealer calibration status and any factory support case referenced.

B · THE DEALER PTU HEALTH CHECK

- ☐ Full Ferrari diagnostic scan, PTU pressures and adaptation status documented.
- ☐ 4RM actuator function and stored faults read.
- ☐ Leak check around PTU, lines and unions: traces are findings.
- ☐ Reproducible function test cold AND warm, front engagement felt and logged.
- ☐ Factory technical review requested where available.
- ☐ Grades applied honestly: A revised and papered, B original but tested, C unclear, D warnings.

C · THE REST OF THE CAR

- ☐ Cold start filmed: even idle, oil pressure, misfire counters clean.
- ☐ Rear DCT separately: leaks, clutch values, gear selection, sensor history, adaptations.
- ☐ Cooling walked: radiator side tanks, expansion tank, hoses, pump, oil pan.
- ☐ Battery FIRST: state, resting voltage, faults reread after charging.
- ☐ Ceramics measured: discs, chips, thermal damage, rear wear from traction systems.
- ☐ SCM3 dampers for leakage; lift, arms, bushings, geometry.
- ☐ Sticky buttons and coatings noted as a restoration line, not a drama.

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D · PRICE & INVESTIGATION ITEMS

The V12 is the solved part: the price sits in the PTU grade, the campaign status and the paper.

- ☐ Grade C (no PTU diagnosis, no paper): priced as HIGH risk or walked away from.
- ☐ Grade D (warnings, fluid mix): repair path quoted before any price talk.
- ☐ Original unit: the dealer health check completed BEFORE purchase, at seller cooperation.
- ☐ Rebuild quotes read against the reported magnitudes, never treated as fixed.
- ☐ Open 22V536/RC78: closed before money moves.
- ☐ Takata answered by VIN, never by build year.
- ☐ Ceramics, cooling age items and sticky controls priced into year one.
- ☐ Negotiate from the PTU paper and the diagnosis protocols, never the badge.

"Ferrari's first all-wheel drive is a better car than its legend, and one gearbox-sized truth decides every deal: know the unit, know its number, know its fluids. Since the repair kits came, the FF stopped being a gamble and became a documentation test."

Deep dive: Supercar Models Paper 117 · Model File 117 · Owner's Intelligence series.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- 4WD FAILURE, Wet-mode lock or pressure faults at the viewing.
- Fluid mixing or hydraulic loss in the PTU: the documented failure picture.
- "Runs fine today" with no PTU diagnosis and no invoices.
- A PTU story without the installed part number.
- An open brake-reservoir campaign (22V536/RC78).
- Takata status unresolved by VIN.
- Serious-looking electronic faults never rechecked after battery care.
- A seller who resists the dealer-level 4RM inspection.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: PTU paper, part number, diagnosis protocols, campaign confirmations, service file.
- ☐ The Ferrari or specialist relationship established for the 4RM system.
- ☐ PTU fluids baselined, battery maintainer fitted, and the preventive check calendar set.

FINDINGS & NOTES