

FERRARI LAFERRARI / APERTA

HYPERCAR PROTOCOL · HIGH VOLTAGE · STRUCTURE · SPECIALIST EXAMINATION

Compiled from public sources, the LaFerrari family, 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 a hypercar transaction: inspection reports, provenance files, auction descriptions. It replaces nothing. Ferrari's halo cars (F40, F50, Enzo, LaFerrari, F80) are not bought the way other Ferraris are bought: examples surface through relationships, specialists and private networks, and the decision is made on documentation as much as on the car. At this level our standing recommendation is strict: involve Ferrari itself, Ferrari Classiche where applicable, or a marque-authority specialist with documented experience of this exact model, including composite inspection capability. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & PAPERWORK

- ☐ Full ownership chain and accident history asked directly, including any rebuild and who performed it; tub history before everything.
- ☐ The battery file: serial, generation, original versus factory replacement, replacement date, invoice, dealer, warranty, software level. "New battery" without a generation and reason is not a datum.
- ☐ Conditioning and storage history: climate-controlled, maintainer, HV conditioning, regular exercise, or unknown long-term static: on this car the storage record is value-relevant in itself.
- ☐ Recalls: five US campaigns exist (15V305, 15V306, 15V433, 19V090 fuel vapor separator, 22V536 reservoir cap incl. Aperta). VIN status plus Ferrari campaign history mandatory; market-specific actions exist beyond NHTSA.
- ☐ Software and campaign status across engine, hybrid, battery, transmission, dynamics and aero: updates have brought real improvements.
- ☐ Classiche and matching numbers extended to hybrid components; original paint, original carbon, factory updates in the record.
- ☐ Annual usage history: regular use is a positive on this platform, not a deduction: few kilometres invert here.
- ☐ Completeness: tools, books, keys, covers, conditioning equipment; Aperta: both tops and all targa components.
- ☐ FXX-K / Evo: Corse Clienti records, hours, battery cycles, telemetry, Evo kit documentation: a track-asset audit, not this protocol.
- ☐ Market positioning completed: battery status and generation, storage record, provenance and catch-up weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ The 12 V system first: a weak battery fakes hybrid faults, HV warnings and communication errors; stabilise, then judge.
- ☐ True cold start of the V12: immediate oil pressure, idle, misfires, smoke, noises, smells; then a warm restart after the drive.
- ☐ Hybrid behaviour on the move: harvesting works, boost delivers, no HV or hybrid warnings, no derating; remember: there is no charge port and no EV mode: the drive itself is the test.
- ☐ DCT cold and warm: engagement, crawl, shift quality, manual shifts under load, downshifts; no shudder, slip or warnings.
- ☐ Brakes: the recuperation-to-friction transition, pedal feel, straight braking; CCM surfaces, edges, pads, discoloration.
- ☐ Active aero: front flaps, diffuser, spoiler cycled across drive modes; movement, symmetry, rattles, fault lamps.
- ☐ Front lift: raise, hold, lower, symmetry and timing, cold and warm.
- ☐ Tyres: DOT age over tread; flat spots, cracking, heat cycles; wheels for damage and repairs.
- ☐ Displays and cabin: pixel faults, backlight, boot time, warnings; carbon and Alcantara condition, switch surfaces.
- ☐ Underbody: floor, diffuser, splitter, jacking damage: separate cosmetic scrapes from anything approaching the tub.
- ☐ Road test with patient full warm-up, all modes, then 10–15 minutes heat soak, restart, smells, fresh leaks, and a second scan.

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C · SPECIALIST EXAMINATION (MINIMUM)

- ☐ The specialist rule, HV edition: Ferrari, Classiche involvement, or a marque authority with documented LaFerrari experience, composite capability AND high-voltage qualification.
- ☐ Battery health report: SOH, capacity, cell balance, internal resistance, cycle count, temperature history, fault memory. Without it the PPI is incomplete by definition.
- ☐ Isolation measurement, mandatory: isolation resistance, leakage, ground faults, interlock, contactor function: any anomaly is CRITICAL until resolved.
- ☐ Power electronics: inverter, DC/DC, HV cabling and connectors, temperatures, fault histories.
- ☐ HV cooling circuit: pumps, valves, sensors, tightness, performance; the battery's temperature history read against it.
- ☐ Software levels and outstanding campaigns in the Ferrari record, all domains.
- ☐ Carbon tub: NDT on any doubt; geometry after any suspected incident; underfloor and pickup points explicitly.
- ☐ V12 measurements on any doubt: compression, leakdown, borescope; the engine is robust, the proof is still taken.
- ☐ DCT diagnostics: adaptations, clutch data, temperatures, launch history.
- ☐ Active aero and damper calibration verified by diagnosis, not eye; lift system pressure-tested.
- ☐ Originality audit against Classiche and build records, hybrid components included; Aperta roof completeness.
- ☐ Budget orientation for a full LaFerrari examination with HV diagnosis and composite assessment (2026): ≈€2,500–6,000+ / ≈£2,200–5,300 / ≈\$2,700–6,500. Indications; obtain quotes.

"A LaFerrari is bought on its battery report the way an F40 is bought on its structure. The odometer flatters the wrong cars."

Deep dive: Supercar Models Paper 12 · Model File 12 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every finding makes a bad car: the question is whether it is known, quantifiable and priced in. On this car the battery file is the price.

- ☐ No documented battery health and conditioning history: the central provision: risk class VERY HIGH, priced via a factory quote, never via a guessed number.
- ☐ A documented factory battery replacement or update: a plus, not a defect: verify generation, software and warranty.
- ☐ Old software levels: an update path, completed before delivery.
- ☐ Catch-up package (tyres, 12 V, fluids, lift, pads): deferred maintenance, negotiated openly.
- ☐ CCM due: honest bands (full system €30,000–60,000+) and quotes, then price.
- ☐ DCT findings: quantifiable against the €15,000–30,000+ band; diagnosis path decides.
- ☐ Missing conditioning equipment or Aperta roof components: real deductions, openly priced.
- ☐ Documented repaint: value-relevant; the documentation decides how much.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Isolation faults, HV warnings or derating nobody can explain.
- A battery whose history, generation and health cannot be documented at all.
- Structural tub damage, or a rebuild from major damage, without NDT clearance and provenance.
- Fuel smell (the 19V090 separator context) or open campaigns with no path to resolution.
- Years of static storage with no conditioning evidence, presented as a virtue.
- Undisclosed accident; numbers or components failing the Classiche record.
- A car whose findings cannot be named, quantified and priced: at this value, the deal-breaker.

F · FIRST WEEK OF OWNERSHIP

- ☐ Ferrari conditioning and maintainer regime from day one; climate-stable storage; insurance and transport arranged before delivery.
- ☐ Purchase file, battery report, Classiche records and a photographic baseline archived; Aperta roof kit inventoried.
- ☐ Plan regular exercise: this battery lives by being driven. Options, not requirements: tracker and dash cam.