

FERRARI F12 BERLINETTA / TDF

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

Compiled from public sources, the Ferrari F12 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 coherent; what happened AFTER the 7-year Genuine Maintenance ended is where service gaps hide.
- ☐ The recall matrix, CRITICAL: RC80/22V536 reservoir cap (berlinetta, tdf MY2017, F60), RC63/18V040 and RC65/19V006 Takata by build year, RC57/15V433 driver airbag (2015 production window), RC70/19V411 airbag ECU (late cars and tdf MY2016). Each by VIN, each with completion evidence: never a single "recalls done".
- ☐ DCT history: documented factory repair (reseal, Level 2, actuator, sensor) is neutral to positive; wet casing plus old codes on an "untouched" gearbox is not.
- ☐ Cluster history: a replacement cluster requires the previous reading, invoice and Ferrari programming documentation, or it becomes a provenance flag.
- ☐ Modification history in writing: ECU, exhaust, decat, intake; original exhaust with the car: relevant on a berlinetta, serious on a tdf.
- ☐ tdf: authenticity by build sheet (aero, louvres, wheels, trim), factory alignment printout, PCV calibration record, track-use documentation.
- ☐ F60 / Special Projects: factory documentation, bespoke component completeness, and RC80 status even on the rarest cars.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid, DCT oil.
- ☐ Accident history: aluminium structure, Aero Bridge and front-end systems asked directly; not every bodyshop is qualified for this car.
- ☐ Market positioning completed: recall matrix, catch-up status and (tdf) originality weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: age, resting voltage, crank voltage drop, maintainer history. A weak battery fakes five defects on this car; stabilise before judging anything.
- ☐ True cold start with temperatures noted: oil pressure, idle, misfires, smoke, chain and injector noise: mechanical presence is normal, not a failure.
- ☐ The hot-start protocol: full warm-up, shut down, 5–10 minutes heat soak, restart, watch cranking speed and voltage; repeat after 10 more minutes. Slow warm cranking or cascade warnings escalate to measurement, not to a parts guess.
- ☐ DCT cold: R, D, first pull-away, slow manoeuvring, 1-2 and 2-1. Warm: stop-and-go, reverse, steep manoeuvre, full-temperature manual shifts, downshifts. Judder, delay, unavailable gears or warnings escalate.
- ☐ Rear mesh vents, both sides: bubbling, lifting, repaint edges, moisture, fasteners: and on repaired cars, whether the galvanic cause was isolated.
- ☐ Brakes: CCM surfaces, edges, pads, discoloration; reservoir cap and fluid level (RC80 context); repeated warm stops, consistent pedal, no pulling.
- ☐ Suspension: damper areas for sweating, mode response felt; clunks over low-speed bumps; lift cycled cold and warm.
- ☐ Tyres and TPMS: DOT age over tread, shoulders, repairs, mismatch; all four sensors reporting.
- ☐ Interior: sticky surfaces, dashboard leather, pillar fabric; both TFTs and infotainment through a full warm cycle: flicker, freezes, reboots.
- ☐ Active brake-cooling flaps and Aero Bridge: presence, condition, symmetry, evidence of front repairs.
- ☐ Road test: full temperature, every mode, manual shifts, hard braking; then heat soak, the hot restart, smells, fresh leaks, and the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order as doctrine: stabilise voltage, full scan BEFORE the road test (engine, DCT, E-Diff, ABS, ESC, SCM, lift, airbag, BCM, cluster, TPMS, HVAC), and scan again after road test and heat soak.
- ☐ DCT per Ferrari method (TI 2389/2330): document existing oil, clean, leak detection, 10 km test, re-inspect; pressures, actuator and clutch data, adaptations, sensor history, temperatures.
- ☐ Hot-start diagnosis where symptomatic: starter current draw, voltage drop, grounds, harness resistance: several possible causes, no single fixed one.
- ☐ CCM with Ferrari/Brembo wear methodology and diagnostic values; never thickness or mileage alone.
- ☐ Lift: joints, bushes, tie rods, bearings; damper leakage; oil mapping around the DCT and engine; rear-vent areas from below.
- ☐ Aluminium structure: bonding, rivets, welds, suspension points, Aero Bridge geometry; after front damage, active brake-cooling ducts and flaps explicitly.
- ☐ Airbag systems: SRS fault memory, correct modules and ECU per the recall matrix, no modified wheel or seats.
- ☐ tdf: rear-steer actuator and sensors, PCV calibration, actual movement, full geometry against the factory printout; carbon and aero verified against the build sheet.
- ☐ Electronics: cluster boot behaviour, infotainment, BCM topology: no module shotgun-replaced on a warning.
- ☐ Track-use assessment (weighted up on tdf): tyre heat cycles, brake heat, caliper discoloration, splitter and floor abrasion, tow-hook marks, fluid-change frequency.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€700–1,300 / ≈£600–1,150 / ≈\$800–1,400. Indications, not conversions; obtain current local quotes.

“The bad F12 is rarely a dying V12: it is six medium findings arriving together. Price the addition, and the car itself is one of the best they ever built.”

Deep dive: Supercar Models Paper 13 · Model File 13 · 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. On an F12, the addition is the negotiation.

- ☐ The six medium things (DCT seepage, battery, hot start, dampers, vents, trim, tyres): €20,000–40,000 possible in sum; price them as a package.
- ☐ A documented factory DCT repair: neutral to positive; read invoices and the current leak status.
- ☐ Hot-start finding: quantifiable after measurement (≈€1,500–5,000+); never priced as “just a battery”.
- ☐ Rear-vent corrosion: priced by repair type: root-cause isolation (≈€2,000–6,000+) versus a repaint that will return.
- ☐ Sticky trim, cluster ageing, TPMS sensors: real but ordinary; quote, then price.
- ☐ Old tyres: a safety consumable on 740 cv; a fresh homologated set belongs in the price.
- ☐ Open recall-matrix items: resolve before purchase with written Ferrari confirmation.
- ☐ tdf originality gaps (exhaust, aero, wheels): OEM quote and rarity multiplier; often a bigger value question than any repair.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Any airbag campaign (Takata, driver module, airbag ECU) unresolved with no path to resolution before purchase.
- Active DCT malfunction or significant leakage, undiagnosed.
- Hot-start refusal with cascade warnings, unexplained.
- Structural aluminium repair by unknown hands, or Aero Bridge geometry that does not match.
- tdf rear-steer warning or failed PCV calibration.
- Replacement cluster without mileage documentation.
- Mileage discrepancies or diagnostics cleared just 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 tender from night one; plan regular runs: the car tolerates use well, standing still is not preservation.
- ☐ Insurance and storage confirmed; purchase file, recall-matrix evidence and PPI report archived.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam.