

FERRARI 812 SUPERFAST / GTS / COMPETIZIONE

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

Compiled from public sources, the Ferrari 812 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; the year-eight question asked directly: what happened after the free 7-year maintenance ended?
- ☐ Recalls, CRITICAL: RC69/19V090 fuel vapor separator (defined 2018–19 production), RC73/20V614 rear window (MY2018–20, corrected after assembly 178370), RC80/22V536 reservoir cap (Superfast, GTS, Competizione). Each by VIN with completion evidence; airbag campaigns as a VIN check, never a blanket claim.
- ☐ RC73 follow-up on replaced glass: how was the exchange done: body damage, repaint around the bonding area, invoices?
- ☐ Early cars (pre-2020): oil-cover leak history and cover revision documented.
- ☐ Aftermarket electrical installations (tracker, immobiliser, dash cam, alarm) listed with installer; untidy integration is its own finding.
- ☐ Modification history: ECU, exhaust, GPF/OPF status by market; original exhaust with the car.
- ☐ Competizione / A: authenticity by build sheet (aero, wheels, lightweight parts), PCV 3.0 calibration record, track documentation; A additionally roof completeness.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid, DCT oil.
- ☐ Accident history: aluminium structure; rear damage includes the rear-steer question, front damage the radiator and lift question.
- ☐ Market positioning completed: recall status, year-eight service, (Competizione) originality weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: resting voltage, cranking drop, maintainer history; one weak battery fakes ESC, steering, DCT, rear-steer and TPMS warnings at once.
- ☐ True cold start: cranking speed, idle, misfires, smoke, chain noise: 350-bar injectors tick by design, calibrate your ears.
- ☐ Engine cover off where permitted: the upper centre of the V12 for oil pooling, dried oil or fresh cleaning (pre-2020 pattern).
- ☐ DCT cold: R, D, slow manoeuvring, 1-2 and 2-1. Warm: reverse, gradient, stop-and-go, fast manual shifts, downshifts. Judder, delay or warnings escalate.
- ☐ Steering: EPS assist and centring across Manettino modes, no notchiness, no warnings; rear axle felt for stability, no wandering.
- ☐ Rear glass (Superfast MY2018–20): bonding line, edge lift, moisture, creaking, repair paint around the aperture.
- ☐ Brakes: CCM surfaces, edges, pads, discoloration; reservoir cap and fluid level (RC80); repeated warm stops; parking-brake function explicitly.
- ☐ Tyres and TPMS: DOT age, inner edges, shoulders, repairs; uneven rear wear triggers the geometry and PCV question; all sensors reporting.
- ☐ GTS roof: two full cycles cold and again warm; locks, deck, seals, water marks, wind noise, drains.
- ☐ Suspension and lift: damper areas for sweating, mode response, lift cycled cold and warm.
- ☐ Road test: full temperature, all modes, hard braking; then heat soak, hot restart, smells, fresh leaks, and the second scan.

FERRARI 812 SUPERFAST / GTS / COMPETIZIONE

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

Compiled from public sources, the Ferrari 812 family, its Model File and specialist review · Personal use only · v2.1

C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order as doctrine: stabilise voltage, full scan BEFORE the road test (engine, DCT, EPS, rear steering, SCM, E-Diff, ESC, ABS, lift, airbag, BCM, infotainment, TPMS), and again after heat soak: rear-steer and DCT errors can be warm-only.
- ☐ Fuel system: actual versus target pressure, rail and HPFP faults, injector corrections, EVAP faults and fuel smell (RC69 context).
- ☐ Upper-engine leak inspection with the cover off; cover revision identified; intake casting checked where indicated.
- ☐ DCT: underbody leak check before and after the drive; pressures, adaptations, clutch data, temperatures.
- ☐ EPS diagnostics: torque and angle sensors, assist maps, fault history.
- ☐ Rear steering: actuator function and calibration, rear alignment against the factory printout; Competizione: PCV 3.0 per side.
- ☐ CCM with diagnostic wear values, never thickness alone; brake hydraulics and warning history.
- ☐ Cooling: pressure test on suspicion, fans, residue mapping; full warm cycle with heat soak and hot restart.
- ☐ Structure: bonded and riveted aluminium joints, pickup points; after rear damage, rear-steer geometry explicitly; GTS: sills, A-pillars, roof mountings.
- ☐ Misfire discipline: cylinder-specific faults, injectors, coils, compression and leakdown before any parts are thrown.
- ☐ Track-use assessment (weighted up on Competizione): tyre heat cycles, CCM state, caliper discoloration, floor abrasion, tow-hook marks, fluid history.
- ☐ 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 812 rewards precision: three recalls, one early oil pattern, and expensive systems that rarely fail. Check exactly that, and you are buying the best V12 platform of its era."

Deep dive: Supercar Models Paper 14 · Model File 14 · 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.

- ☐ Oil-cover leak on an early car: a known pattern (≈€1,500–5,000+); revision status decides whether it returns.
- ☐ Open recall items: resolve before purchase with written Ferrari confirmation; a replaced rear window is audited as a repair.
- ☐ Weak battery with a fault cluster: stabilise, clear, re-test; then price what remains.
- ☐ Aged tyres or uneven rear wear: a known cost plus the geometry/PCV question; quote both.
- ☐ EPS, rear-steer or lift findings: quantifiable against the bands; diagnosis path decides.
- ☐ GTS roof findings: fault-dependent (≈€5,000–20,000+); quote first, then price.
- ☐ Untidy aftermarket electronics: removal and proper integration priced openly.
- ☐ Competizione originality gaps: OEM quote and collector multiplier; often a bigger value question than any repair.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Any of the three campaigns unresolved with no path to resolution before purchase.
- Fuel smell or EVAP faults nobody can explain.
- Active EPS or rear-steer warnings, undiagnosed.
- Structural aluminium repair by unknown hands; rear damage without a PCV calibration record.
- Active DCT malfunction or significant leakage.
- Competizione parts failing build-sheet verification.
- 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: this platform ages best when driven.
- ☐ Insurance and storage confirmed; purchase file, recall evidence and PPI report archived. GTS: exercise the roof.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations (properly integrated), and a dash cam.