

FERRARI 12CILINDRI / SPIDER / MANUALE

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

Compiled from public sources, the Ferrari 12Cilindri 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

- ☐ Delivery history before service history: PDI records, transport or delivery damage, pre-delivery repaint, warranty repairs, campaigns.
- ☐ Demo, press or event car? Explicit flags: early cars worked hard at launches, and 2,000 km can mean very different lives.
- ☐ RC95 / 26V152 glazing: VIN applicability (80 US cars, MY2025–26), replacement documented, correct US-spec glass and markings. Recall maturity is LOW: the VIN check runs at every PPI regardless.
- ☐ Software baseline: latest levels and dealer campaigns across infotainment, chassis, PCV, ABS, EPS, active aero; SOFTWARE_BASELINE_DATE recorded.
- ☐ Steering-wheel control type: original haptic, factory button retrofit, or later factory spec: retrofit invoice and coding; original haptic module retained?
- ☐ Modification history: ECU, exhaust, OPF status by market: tuning on a car this new is HIGH for warranty and resale.
- ☐ Manuale: build and Tailor Made documentation, dedicated wheels and badges, original software and components: authenticity weighs from day one at 1,499 units.
- ☐ ADAS calibration records after any windscreen, bumper or alignment work.
- ☐ Accident history: rear damage includes the flap and rear-steer question, front damage the bonnet-alignment question.
- ☐ Market positioning completed: specification, software currency, delivery history and (Manuale) allocation weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: resting voltage, cranking drop, maintainer history; twenty module errors are not twenty defects: stabilise, then judge.
- ☐ True cold start: temperatures, immediate start, oil pressure, idle, misfires, chain noise: at 9,500 rpm this engine earns a careful ear.
- ☐ DCT cold: R, D, crawling, 1-2 and 2-1. Warm: reverse, stop-and-go, paddle shifts (berlinetta/Spider), downshifts, heat-soak restart.
- ☐ Manuale: gate feel through every position, clutch-pedal travel and return, clean engagement in manual mode (six gears plus reverse), automatic mode using all eight; no selector or pedal warnings.
- ☐ Steering and rear axle: EPS assist and centring, no notchiness; a tight hairpin and a fast direction change with no asymmetry, instability or warnings.
- ☐ Brakes: progressive pedal, repeated moderate stops, straight braking, no unexpected transitions; CCM faces and edges, pads, calipers.
- ☐ Active rear flaps: both sides cycled, travel and synchronisation, hinges, damage, debris; rear deck, glass alignment, black panel, seals.
- ☐ HMI: cluster, centre screen, passenger display, CarPlay/Android Auto, cameras, Manettino, climate: then a power cycle and test again.
- ☐ Spider: two full roof cycles cold and one warm; rear glass through its full travel separately; seals, water traces, rattles.
- ☐ Wheels and tyres: 21-inch rims for kerb and pothole damage, repairs, runout; DOT, tread across each width, uneven rear wear (PCV question); TPMS.
- ☐ Road test: full temperature, all modes, hard braking; then heat soak, 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, EPS, PCV, SCM, ABS Evo, brake-by-wire, 6D sensor, active aero, ADAS, airbag, BCM, infotainment, TPMS), and again after heat soak.
- ☐ PCV 3.0 per side: LH and RH actuators, position sensors, calibration, zero position, rear alignment against the factory printout.
- ☐ 6D sensor: status and calibration, especially after accidents, suspension work or sensor replacement.
- ☐ Brake-by-wire: pedal and pressure sensors, ABS Evo and EBD data, wheel speeds; CCM with wear values, never thickness alone.
- ☐ Active aero: actuator function and position calibration by diagnosis, both sides; after rear damage, a full flap-zone audit.
- ☐ DCT: underbody leak inspection before and after the drive; pressures, adaptations, temperatures.
- ☐ Manuale: selector position sensors and force feedback, clutch-pedal sensors and redundancy, Manuale configuration and calibration; the known-issue column stays empty, the monitoring zones do not.
- ☐ Software: verify current levels and open campaigns in the Ferrari record, all domains.
- ☐ Structure: bonded and riveted joints, pickups, subframes; bonnet alignment after any front repair; ADAS recalibration verified.
- ☐ V12 measurements on doubt (track use, tuning, noises): compression, leakdown, oil analysis.
- ☐ OPF and emissions: original system, no emulator, readiness, no warnings.
- ☐ 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 12Cilindri is bought on its software baseline and its delivery history: the machinery underneath is the most mature V12 platform Ferrari has ever shipped."

Deep dive: Supercar Models Paper 15 · Model File 15 · 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 a car this young, history and software are the price.

- ☐ Old software baseline: an update path, completed before delivery; an early build can be substantially improved.
- ☐ Haptic controls: a UX preference, not a defect: the factory button retrofit is quantifiable and neutral to positive.
- ☐ Delivery or demo history: priced openly against a clean client car.
- ☐ A repaired 21-inch wheel: the impact question first, then the price.
- ☐ Weak battery with a fault cluster: stabilise, clear, re-test; then price what remains.
- ☐ Open RC95 where applicable: resolve before purchase with written Ferrari confirmation.
- ☐ Uneven rear tyre wear: tyres plus the geometry and PCV calibration question; quote both.
- ☐ Manuale originality gaps: allocation-market pricing; factory quote, never a guess.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Active PCV, brake-by-wire, 6D or active-aero warnings, undiagnosed.
- Rear damage without a flap-zone and rear-steer calibration record.
- ECU or exhaust tuning on a warranty-age car.
- ADAS work without calibration records.
- Manuale selector or clutch-pedal faults nobody can explain.
- Undisclosed demo, press or damage history.
- A car whose findings cannot be named, quantified and priced: the one category that cannot be negotiated.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery tender from night one; software and campaign status confirmed current at the dealer.
- ☐ Insurance and storage confirmed; purchase file, PDI records and PPI report archived. Spider: exercise roof and rear glass.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam.