

FERRARI GTC4LUSSO / LUSSO T

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

Compiled from public sources, the Ferrari GTC4Lusso 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

- ☐ First: which car? V12 (4RM-S, PTU) or T (rear drive, no PTU): the two carry different risk profiles and different checklists.
- ☐ The recall matrix, CRITICAL: RC67/19V089 door locks (582 cars, both doors), RC69/19V090 fuel vapor separator, RC65/19V006 Takata (incl. specified T VINs), RC80/22V536 reservoir cap. Each by VIN with completion evidence.
- ☐ V12: the PTU file: service records SEPARATE from DCT, repair or rebuild documentation (OEM kits or specialist), fluid history, the most recent Ferrari PTU test.
- ☐ The year-eight question: what happened after Genuine Maintenance ended: annual services, fluids, software, campaigns.
- ☐ T: turbo and cooling history: any boost, reduced-power or overheating events documented and resolved.
- ☐ Rear-steer calibration records after any rear or suspension work, both variants.
- ☐ Date-stamped items: tyres by DOT (matched axles: critical on the V12), battery, brake fluid, DCT oil.
- ☐ Accident history: front damage on the V12 includes the PTU and driveshaft question, on the T the intercooler and boost-plumbing question.
- ☐ Interior and cargo electronics inventory: rear entertainment, folding seats, cameras: tested, not assumed.
- ☐ Market positioning completed: variant, PTU or turbo file, year-eight service weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: resting voltage, cranking drop, maintainer history; low voltage confuses Manettino, DCT, 4RM and rear steer at once.
- ☐ True cold start: immediate start, oil pressure, idle, misfires, smoke, noises; T additionally: turbo bearing and wastegate sounds.
- ☐ V12: the PTU road pattern: low gears, moderate load, tight corners, several Manettino states, cold and warm: no binding, shudder, driveline noise or 4WD warning; a Manettino stuck in Wet escalates immediately.
- ☐ T: boost linear under load, no whistling or hesitation, no reduced-power warning; after heat soak: oil smell, smoke, boost faults.
- ☐ DCT cold: R, D, reverse-to-first, crawl. Warm: stop-and-go, gradient, fast paddle shifts, downshifts.
- ☐ Rear axle felt for stability: no wandering or over-eager response; uneven rear tyre wear raises the calibration question.
- ☐ Brakes: CCM faces, edges, pads, discoloration; reservoir cap and fluid level (RC80); repeated warm stops, consistent pedal.
- ☐ Doors: both external and internal handles, both sides (RC67 context); latch feel, window drop function.
- ☐ Panorama roof and tailgate: bonding edges, cracks, seals, water traces, headliner; powered latch, struts, wiper, demister, moisture under the cargo floor.
- ☐ Interior: dual-cockpit displays, passenger screen, cameras, rear compartment functions, seat folding; sticky surfaces and dash leather noted.
- ☐ Road test: full temperature, all modes; then heat soak, 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, 4RM/PTU on V12, rear steer, SCM, E-Diff, ESC, ABS, lift, airbag, BCM, infotainment), and again after heat soak.
- ☐ V12 PTU: the Ferrari diagnostic test (pressures, fork positions, sensor plausibility, engagement cycles, temperature behaviour); fluids checked for level, contamination, colour, smell, metal: hydraulic loss without an external leak means internal transfer.
- ☐ V12 PTU verdicts built modularly: sensor, wiring, valve, pressure, forks, internal leakage diagnosed separately: a 4WD warning is never a unit-replacement diagnosis.
- ☐ T: charge-air pressure test on any doubt; intercoolers, hoses, clamps, oil residue; turbo oil feed and return; cooling circuits with fans and heat exchangers.
- ☐ DCT: leak inspection before and after the drive; pressures, adaptations, sensor history; connectors seated (the unplugged-connector case is real).
- ☐ Rear steering: actuator, position sensor, calibration, four-wheel geometry against the printout: both variants.
- ☐ CCM with diagnostic wear values; weighted up on high-mileage cars.
- ☐ Suspension on the lift: arms, bushes, ball joints, bearings, rear-steer joints, SCM dampers; lift system cycled.
- ☐ Structure: front rails, cooling carriers, pickups, rear floor, tailgate aperture; V12: PTU area after any front damage, with a 4RM calibration and PTU test as mandatory closure.
- ☐ Roof and tailgate sealing verified with water where doubt exists; cargo-area moisture mapped.
- ☐ Airbag systems per the recall matrix: correct modules, no SRS faults.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€700–1,300 / ≈£600–1,150 / ≈\$800–1,400; V12 with full PTU test toward the upper end. Indications; obtain quotes.

"A V12 Lusso is bought on its PTU file; a Lusso T on its turbo file. Same body, two different cars: and the discount on the T overstates its risk."

Deep dive: Supercar Models Paper 16 · Model File 16 · 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 the V12, the PTU file is the price.

- ☐ V12 with PTU score C (original, no symptoms, no recent diagnosis): priced with a diagnostic reserve, milder than an early FF.
- ☐ V12 with a documented quality rebuild or OEM repair: a better-quantified risk than "never touched": neutral to positive.
- ☐ A 4WD warning: modular diagnosis first (sensor €, valve €, hydraulic kit ≈£8k parts, rebuild €10,000–15,000+): never priced as a full unit by default.
- ☐ T: turbo periphery findings quantifiable (€2,000–6,000); a charge-air leak is a repair, not a verdict.
- ☐ Open recall-matrix items: resolve before purchase with written Ferrari confirmation.
- ☐ Weak battery with a fault cluster: stabilise, clear, re-test; then price what remains.
- ☐ Mismatched or aged tyres: a known cost, on the V12 also a PTU-protection question: quote the matched set.
- ☐ Roof, tailgate or moisture findings: quote first; sticky trim and leather as cosmetic items.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- V12: PTU fluid contamination, hydraulic loss without external leak, or a 4WD failure with no realistic diagnosis path.
- Any of the four campaigns unresolved with no path to resolution before purchase.
- Fuel smell or EVAP faults nobody can explain (RC69 context).
- A door that cannot be opened from outside (RC67 context), unexplained.
- T: boost or reduced-power warnings, undiagnosed; oil in the charge-air system without a named cause.
- Active DCT malfunction; rear-steer warnings without calibration records.
- 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: these are GTs that age best when driven.
- ☐ Insurance and storage confirmed; purchase file, recall evidence, PTU or turbo records and PPI report archived.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam.