

FERRARI PUROSANGUE

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

Compiled from public sources, the Ferrari Purosangue, 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 and usage history first: PDI records, warranty repairs, software campaigns, demo/press/event flags, and the real usage profile: daily driver or garage queen.
- ☐ RC92 / 25V479, CRITICAL where applicable: VIN applicability (541 US cars, MY2023–25), spacer fitted, cable position and protection checked, campaign invoice, no brake-warning history.
- ☐ Software baseline recorded: HMI, chassis, suspension, 4RM, rear steer, brake-by-wire, ADAS, body modules: an updated early build differs materially from delivery state.
- ☐ Steering-wheel control type: original haptic, factory button retrofit (invoice, coding), or later factory spec; original haptic module retained with the car.
- ☐ Handling Speciale: build-sheet verification: calibrations, wheels, shields, exhaust finish, plaque: a configuration, never a facelift.
- ☐ ADAS calibration records after any windscreen, bumper or suspension work.
- ☐ Options inventory against the build sheet: Atelier, carbon, panoramic roof, lift, massage seats, Burmester: on this car the specification IS the market position.
- ☐ Date-stamped items: tyres by DOT (22/23-inch mixed sizes), battery, brake fluid.
- ☐ Accident history asked by zone: front (V12, cooling, ADAS, AWD), side (welcome-door hinges, B-pillar, sensors), rear (rear steer, tailgate), roof (carbon or panoramic).
- ☐ Market positioning completed: specification, usage profile, software currency and RC92 status weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: resting voltage, cranking drop, maintainer history: door motors, tailgate, seats, ADAS and the 48-volt system all hang on it; stabilise before judging cascades.
- ☐ True cold start: temperatures, start speed, oil pressure, idle, misfires, injector and chain noise, smells.
- ☐ Welcome doors, repeatedly: both sides, cold and warm, level and on a slight slope: smoothness, symmetric speed, latching, pinch protection, manual override.
- ☐ Tailgate: open, close, kick and remote functions, struts, pinch protection, seals.
- ☐ Active suspension felt over several surfaces: smooth, waves, fast compressions, high-frequency bumps, direction changes: no knocking, no single hard corner, no unusual after-motion, no warnings.
- ☐ AWD and rear steer: pull-away on low grip where possible, tight corners, moderate load: no binding, judder or warnings; rear axle stable, no over-eager response.
- ☐ DCT cold: R, D, creeping, parking manoeuvres, 1-2 and 2-1. Warm: stop-and-go, gradient, fast paddle shifts, downshifts.
- ☐ Brakes: progressive and repeated stops, straight-line stability, consistent pedal; CCM faces, edges, pads, caliper heat history.
- ☐ Cabin: both displays, rotary controller (deploy, rotate, touch), mirroring, Burmester through all speakers, cameras, every seat function on all four seats, HVAC.
- ☐ Wheels and tyres: 22/23-inch rims for bends, cracks, repairs; matched homologated tyres, DOT, inner shoulders; underbody for salt, stone and jacking damage.
- ☐ Road test: full temperature, all modes, then heat soak, hot restart, smells, fresh leaks: and listen for high-speed wind whistle where legal.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Two scans as doctrine: Scan 1 cold before anything; Scan 2 after road test and heat soak: engine, DCT, 4RM-S, rear steer, TASV, 48-volt, brake-by-wire, ABS Evo, 6w-CDS, ADAS, doors, tailgate, seats, BCM, displays.
- ☐ Active suspension per corner: actuator currents, position plausibility, calibration, communication, stored faults; physical check of dampers, wiring, connectors, sensors.
- ☐ 48-volt system separately from 12-volt: supply, DC/DC faults, network communication.
- ☐ 4RM-S evo: engagement parameters, torque distribution, front driveline and CV joints; no FF-PTU assumptions transferred.
- ☐ Rear steer: LH and RH actuators and sensors, zero calibration, four-wheel geometry against the printout.
- ☐ Brake-by-wire: pedal and pressure sensors, ABS Evo data, wheel speeds; CCM with wear values.
- ☐ Welcome doors and tailgate: actuator behaviour under diagnosis, position sensors, pinch-protection function, hinge interfaces (cast aluminium/steel) on any corrosion or accident doubt.
- ☐ DCT: leak inspection on the lift, pressures, adaptations, temperatures.
- ☐ ADAS: calibration status of radar, cameras and steering sensor verified, not assumed.
- ☐ Software: current levels and open campaigns in the Ferrari record, all domains.
- ☐ Underbody: undertrays, jacking points, suspension, brake ducts, exhaust: winter-use cars examined accordingly.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€800–1,400 / ≈£700–1,200 / ≈\$900–1,500. Indications, not conversions; obtain current local quotes.

"The Purosangue is bought on its systems audit: four active corners, two electric doors, one healthy 48-volt network. The V12 is the most proven part of the car."

Deep dive: Supercar Models Paper 17 · Model File 17 · 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, specification and systems health are the price.

- ☐ Old software baseline: an update path, completed before delivery.
- ☐ Haptic controls: a UX preference: the factory button retrofit is quantifiable and neutral to positive.
- ☐ A TASV or 48-volt warning: deep diagnosis first: actuator, sensor, wiring and calibration before any talk of corner replacement.
- ☐ Door or tailgate hesitation: actuator and sensor diagnosis; often adjustment, not replacement.
- ☐ High mileage with full history: increasingly normal on this car: priced against the usage data, not punished by reflex.
- ☐ Open RC92: resolve before purchase with written Ferrari confirmation.
- ☐ Worn 22/23-inch tyres or a repaired rim: known costs plus the impact question.
- ☐ Weak specification: on this car a real market factor: price against the options inventory, not the badge.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Active suspension, 48-volt, brake-by-wire or rear-steer warnings nobody can explain.
- One corner behaving visibly differently, undiagnosed.
- RC92 applicable and unresolved with no path to resolution.
- Side or roof accident evidence without hinge, sensor and structure documentation.
- ADAS work without calibration records.
- Welcome door failing to latch or override, unexplained.
- Mileage discrepancies or diagnostics cleared just before viewing.
- 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, ADAS calibrations and PPI report archived.
- ☐ Use it: this is the Ferrari built for real roads: regular runs keep doors, seals, suspension and battery healthy. Options, not requirements: tracker and dash cam.