

FERRARI PORTOFINO / PORTOFINO M

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

Compiled from public sources, the Ferrari Portofino 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

- ☐ Which car: Portofino (7-speed) or M (8-speed, SSC 6.0/FDE, more ADAS): two data objects, one body.
- ☐ RC80 / 22V536, CRITICAL: VIN applicability (Portofino MY2019–21, M MY2021–22), new cap, software where applicable, completion evidence; the VIN campaign check runs regardless of the thin recall list.
- ☐ Roof repair history in detail: what was adjusted or replaced, by whom: and after any rear-quarter, decklid or trunk repair, the geometry-test record.
- ☐ Service continuity: annual services, fluids, DCT, software, roof checks: early cars now approach the year-eight question.
- ☐ Modification history: ECU, piggyback, downpipes, valve controllers, OPF status by market: HIGH resale and warranty relevance on a warranty-age GT.
- ☐ ADAS calibration records (M especially) after any windscreen or front-end work.
- ☐ Battery and maintainer history: this generation cascades on low voltage.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid, DCT oil.
- ☐ Usage profile honestly read: a driven GT with continuity often beats a parked one: unexercised roofs and old consumables are the low-mileage tax.
- ☐ Market positioning completed: variant, roof documentation, RC80 and service continuity weighted before any visit.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: resting voltage, load behaviour, cranking drop: warnings are only believed after stabilising, and the roof is only tested on a healthy battery.
- ☐ The roof programme, cold: two complete cycles: even movement, symmetry, no unusual motor or hydraulic noise, flaps, latches, window drop, trunk divider, panel clearance.
- ☐ Roof red flags: stopping mid-cycle, “roof failure” or “not secure”, one-sided movement, pump running without movement, chafe marks between panels.
- ☐ Window indexing: drop on door opening, correct travel in the roof cycle, tight closing, no seal overlap.
- ☐ True cold start: idle, misfires, smoke, wastegate and bearing noise; mounts judged by idle vibration and load-change movement.
- ☐ Turbo behaviour warm: even boost, no power holes, no asymmetry, no reduced-power warning; after heat soak: oil smell, smoke, coolant smell.
- ☐ DCT cold: R, D, crawling, 1-2 and 2-1. Warm: reverse, stop-and-go, gradient, paddles, downshifts: judder, delay or unavailable gears escalate.
- ☐ Brakes: CCM faces, edges, pads, discoloration; reservoir cap and fluid level (RC80 context); repeated warm stops.
- ☐ Cabin: touchscreen responsiveness and boot, passenger display, cameras, every seat function (M: ventilation, neck warmers), sticky surfaces noted.
- ☐ Water traces: A-pillars, roof joints, rear deck, boot, carpet: cabriolet practice, no pattern implied.
- ☐ Road test: full temperature, all modes; then heat soak, restart: and the roof cycled again warm, followed by 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, SCM, roof module, ABS, airbag, BCM, ADAS on the M), and again after heat soak.
- ☐ Roof diagnosis: position sensors, hydraulic behaviour, calibration, stored roof faults: judged on this generation's own record, not on California TI 2407 material.
- ☐ Roof geometry verification after any rear or roof-area repair: closing alone proves nothing.
- ☐ DCT: fault memory, adaptations, leak inspection before and after the drive: 7- and 8-speed recorded as separate objects.
- ☐ Charge-air pressure test on any doubt; turbo oil feed and return, water lines, heat shields; boost plausibility LH/RH.
- ☐ Cooling: pressure test on suspicion, fans, residue mapping: heat soak mandatory.
- ☐ MagneRide and EPS diagnostics: damper response, assist maps, angle sensor: age inspection, no assumed failures.
- ☐ CCM with wear values where readable; age and standing marks weighed with wear.
- ☐ Structure: front rails, pickups, sills, rear structure, RHT mounting and trunk-mechanism area after any damage.
- ☐ ADAS (M): camera and radar calibration verified, not assumed.
- ☐ Exhaust and emissions: valves, cats, OPF status, originality of the M system; tuning evidence investigated even after a return to stock.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€600–1,100 / ≈£520–950 / ≈\$650–1,200. Indications, not conversions; obtain current local quotes.

"The Portofino answers the California question: the roof was redesigned, and the field agrees. Test it with full discipline: and price it without the old reserve."

Deep dive: Supercar Models Paper 20 · Model File 20 · 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. No California roof reserve applies here.

- ☐ Roof findings priced by diagnosis, not by reputation: sensor and adjustment cases are the normal end of the scale.
- ☐ Open RC80: resolve before purchase with written Ferrari confirmation.
- ☐ Weak battery with a fault cluster: stabilise, clear, re-test; then price what remains.
- ☐ Aged tyres, kerbed wheels, worn bushings on driven GTs: ordinary, quantifiable, openly priced.
- ☐ MagneRide or mount ageing: quote first, then price: age items, not defects.
- ☐ Old software or infotainment quirks: an update path and a patience item, not a verdict.
- ☐ Documented modifications: value and warranty question: undisclosed tuning escalates.
- ☐ Negotiate from roof protocol, RC80 status and service continuity: never from assumed margin.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A roof that stops, reverses or reports failure, undiagnosed.
- RC80 applicable and unresolved with no path to resolution.
- Rear-quarter or roof-area accident evidence without a geometry-test record.
- Active DCT malfunction or unavailable gears, undiagnosed.
- Undisclosed ECU or exhaust tuning on a warranty-age car.
- ADAS work without calibration records (M).
- 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; exercise the roof regularly: the mechanism ages better moving than parked.
- ☐ Insurance and storage confirmed; purchase file, RC80 evidence and PPI report archived.
- ☐ Options, not requirements: a tracker appropriate to value and insurer expectations, and a dash cam.