

FERRARI AMALFI / AMALFI SPIDER

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

Compiled from public sources, the Ferrari Amalfi 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

- ☐ Provenance first: PRESS CAR, DEALER DEMO, FACTORY EVENT or CUSTOMER CAR established: on a 2026 car this outweighs the odometer.
- ☐ VIN campaign check although no US campaign exists as of 2026-09-08: the sheet is clean but young.
- ☐ Software levels documented: ECU generation, infotainment, dynamics: a young platform lives on current software.
- ☐ Service evidence with the correct oil: 0W-30 per press documentation, not the Roma 5W-40: independent-workshop invoices read closely.
- ☐ Accident history by zone: front (ducts, cooling, ADAS, lift), rear (active spoiler, actuator, decklid, diffuser), Spider (sill, A-pillar, roof mounts).
- ☐ ADAS calibration records after any windscreen, front or alignment work.
- ☐ Spider: fabric specification against the build sheet; roof work documented.
- ☐ Warranty and maintenance programme status; MyFerrari Connect transfer prepared.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid.
- ☐ Market reality check: asking prices €285k–350k+ are not transaction prices: no depreciation curve exists yet.

B · BUYER CHECK · AT THE CAR

- ☐ Battery first as platform discipline: age, resting voltage, cranking drop, draw after sleep, maintainer history: then judge electronics.
- ☐ HMI generation two walked completely: every physical wheel button, rotary control, aluminium start, volume, ADAS: plus the remaining haptic surfaces (mirror controls) and all three displays.
- ☐ Menu and boot behaviour: full readiness time, every menu, passenger display, CarPlay/Android Auto: slow response is an observation, no response is a finding.
- ☐ True cold start: idle, misfires, smoke, turbo and wastegate noise; oil or fuel smell.
- ☐ Warm and heat soak: even boost, no bank deviation, park hot 5–15 minutes, restart: smells, smoke, warnings, hot-start quality.
- ☐ DCT cold: R, D, crawl, 1-2, 2-1. Warm: reverse, stop-and-go, gradient, fast paddles, downshifts.
- ☐ Brake feel by-wire: pedal response, modulation, repeated warm stops; CCM faces, edges, pads; any brake warning ends the viewing until diagnosed.
- ☐ Active spoiler: all three positions reached, movement clean, decklid aligned; front lift where fitted: raise, hold, lower, cold and warm.
- ☐ Spider roof: two full cycles cold, one warm (13.5 s, up to about 60 km/h where safe): symmetry, latches, tonneau, rear glass, fabric tension; wind deflector cycled.
- ☐ Road test: full temperature, all Manettino modes; then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order: stabilise voltage, full scan BEFORE the road test (engine, DCT, ABS Evo/brake ECU, ESC, FDE 2.0, E-Diff, SCM, steering, aero, lift, BCM, cluster, infotainment, airbag, ADAS, TPMS), again after heat soak.
- ☐ Turbo diagnostics: boost plausibility per bank via the separate pressure sensors, turbo speed sensors read before any turbo verdict; wastegate behaviour.
- ☐ Oil specification confirmed on record: 0W-30, not a carried-over Roma fill.
- ☐ Brake-by-wire electronic layer: pedal position sensor, pressure sensors, ABS Evo, brake ECU, wheel speeds, dynamics communication: any active fault HIGH/CRITICAL pending diagnosis.
- ☐ Active aero by diagnosis: three positions, actuator current, position sensor, calibration: mandatory after any rear damage.
- ☐ DCT: fault memory, adaptations, leak inspection before and after the drive.
- ☐ SCM-E and EPS: response, control, leakage: recalibrated hardware, no failure population.
- ☐ Front lift: repeated cycles, symmetry, leaks, faults.
- ☐ Structure: developed Roma architecture with new panels: rails, pickups, sills, bonded and riveted connections; front cooling and duct integrity after front damage.
- ☐ ADAS: calibration status and documentation verified, not assumed.
- ☐ Spider roof by diagnosis: motor currents, position sensors, latch confirmation, stored faults; fabric audit; water audit where history indicates.
- ☐ CCM with wear values; on press or demo cars track and launch use weighed explicitly.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€650–1,200 / ≈£560–1,050 / ≈\$700–1,300. Indications, not conversions; obtain current local quotes.

"The Amalfi starts from the best position in the modern V8 line: a mature engine, a mature gearbox, and the Roma's lessons applied. Buy the individual car's file: the fleet is too young to have patterns."

Deep dive: Supercar Models Paper 22 · Model File 22 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

The fleet is too young for patterns: on an Amalfi, documentation and provenance are the price. Nothing is assumed, everything is named.

- ☐ Press or demo provenance: not a defect, but priced: hard use at 1,500 km is real.
- ☐ Any open aero, brake or ADAS fault: diagnosis completed before purchase, not after.
- ☐ Rear damage without a documented aero functional test: commission the test, then price.
- ☐ Software not current: update path completed before delivery.
- ☐ Spider: fabric cosmetics on Tailor Made weaves priced by OEM quote, not estimate.
- ☐ Wrong oil on the invoices: not a walk-away alone, but a flush and a conversation.
- ☐ Negotiate from the file: named, quantified, priced: never from an assumed depreciation curve that does not exist yet.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Active brake-by-wire or ABS Evo fault, undiagnosed.
- Structural repair evidence (sill, A-pillar, rails) without documentation: on the Spider without roof-mount inspection.
- Rear accident history and a seller refusing the aero functional test.
- Undisclosed press, demo or event history sold as private ownership.
- Mileage discrepancies or diagnostics cleared just before viewing.
- Undisclosed tuning on a warranty-age car.
- Spider: a roof that cannot lock or confirm secure: press car or not.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one: platform discipline carried over from the Roma.
- ☐ Warranty, campaign and software status confirmed current; MyFerrari Connect transferred; purchase file and PPI report archived.
- ☐ The correct 0W-30 noted for every future service: and the Spider roof exercised, not stored.