

BUGATTI CHIRON

HALO PROTOCOL · ECOSYSTEM FIRST · W16 · VIN MATRIX · VARIANTS

Compiled from public sources, the Bugatti Chiron family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a Chiron transaction. It replaces nothing. The Chiron runs outside the normal range — 500 cars, a specialist-only service world, campaigns that sometimes cover a single VIN — and the register's central finding is that the most important purchase point is not a component at all: it is whether the car has remained fully inside the Bugatti aftersales ecosystem. Service partner, Major Service status, correct tyres and wheels, campaign closure, Passeport Tranquillité or CPO — that documentation is the asset. Our standing recommendation is strict: Bugatti's authorised service partners, at the right partner level for the work. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · THE ECOSYSTEM AUDIT

- ☐ Identity first: variant and edition by chassis data — base, Sport, Pur Sport, SS, 300+, editions.
- ☐ Service history interrogated, not accepted: which partner, which level, which technician, Low or Major, software, campaigns, tyres, parts.
- ☐ LOW_SERVICE_DATE, MAJOR_SERVICE_DATE, NEXT_MAJOR_DUE established — the Major rhythm is the economics.
- ☐ Passeport Tranquillité status: running, transferable, expiry — the 85-point entry check story.
- ☐ Bugatti CPO status where applicable (110-point check, 12-month warranty).
- ☐ The VIN matrix closed: 17-11-001BUGC, 18-06-002BUGC, BUGCR025, BUGCR027, BUGCR032, BUGCR033, BUGCR034 — where the VIN applies.
- ☐ Wheel part numbers and tyre specification verified against the variant — documented, not eyeballed.
- ☐ Transport and recovery history: enclosed, authorised — the car's travel record.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Full Bugatti diagnostic pull before anything else — fault history, software levels, campaign flags.
- ☐ Cold start filmed: oil pressure, even running, no smoke — hot restart tested later.
- ☐ A REAL drive, then heat soak: all cooling circuits watched, fans, temperatures — never five kilometres.
- ☐ Turbos: boost target/actual, actuators, noises, oil traces in the charge path.
- ☐ DCT: cold D/R, manoeuvring, full-load shifts, adaptations, oil service status.
- ☐ Active aero cycled: wing, airbrake, end positions — variant-specific architecture respected.
- ☐ Carbon walk: tub edges, sills, floor, pickups — NDT on any doubt.
- ☐ Tyres: DOT, flat spots, carcass, storage evidence — age beats tread on a 1,300-mile-a-year fleet.
- ☐ CCM sighted: oxidation, chips, thermal state — exposure high five figures.
- ☐ Pur Sport: ball joints, camber setup, magnesium wheels and aero rings inspected.
- ☐ SS/300+: wheel spec, high-speed approval, top-speed key function verified.
- ☐ Storage regime read honestly: battery, fluids, fuel age, movement pattern.

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C · COLLECTOR & EDITION AUDIT

- ☐ Build sheet and factory configuration verified line by line.
- ☐ Edition authenticity: plaques, stitching, bespoke carbon, matching wheels, original paint.
- ☐ Profilée/L'Ultime-class cars: provenance file treated as the asset it is.
- ☐ Original parts and any replaced components: origin and works documentation.
- ☐ Accident history with composite documentation — or the file closes.
- ☐ Ownership chain and factory correspondence archived.
- ☐ Every finding photographed for the collector dossier.

D · PRICE & INVESTIGATION ITEMS

The W16 is the quiet certainty: the money lives in the Major rhythm, the tyres and wheels, the campaigns — and the ecosystem paper.

- ☐ Major Service due or overdue: the reported ≈\$34k order of magnitude — priced into the deal.
- ☐ Tyre set due: variant/spec/market dependent — quoted, never assumed at a flat figure.
- ☐ Wrong or unapproved wheels: corrected at factory level before any money moves (BUGCR034 lesson).
- ☐ CCB wear: high-five-figure exposure — measured and priced.
- ☐ Open campaigns: closed — several cover single VINs, so the check is cheap and absolute.
- ☐ Cars outside the ecosystem: priced with the re-entry checks (85/110-point) and risk in mind.
- ☐ Reported exposures (DCT ≈€170k, W16 ≈€800k) understood as context — factory quotes only for real findings.
- ☐ Negotiate from the ecosystem file: partner level, Major status, Passeport/CPO, campaign record.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service history outside the Bugatti partner network — at any price.
- Major Service status unknown or "due soon" without quotes.
- Wheels or tyres that cannot be verified by part number and spec.
- Campaign status unverifiable — on a marque where campaigns cover single VINs.
- A five-kilometre test drive offered as a full inspection.
- Storage cars sold as "barely used" with no movement regime.
- Edition claims without build-sheet proof.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The ecosystem dossier archived: diagnostic pull, campaign record, Major status, tyre/wheel file, Passeport/CPO papers.
- ☐ The Bugatti partner relationship established at the right level; next Major and next tyre decision calendared.
- ☐ Storage and movement regime set — the W16 is owned by using it, correctly.

"The Chiron's engine is the reliable part — buy the ecosystem: partner level, Major rhythm, correct wheels, closed VIN matrix. The paper is the hypercar."

Deep dive: Supercar Models Paper 75 · Model File 75 · Owner's Intelligence series.

FINDINGS & NOTES