

BUGATTI VEYRON

HALO PROTOCOL · PAX & WHEEL CYCLE · ECOSYSTEM · RECALL TRIO · W16

Compiled from public sources, the Bugatti Veyron 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 Veyron transaction. It replaces nothing. The Veyron runs outside the normal range — 450 cars, fifteen to twenty years old, with the tyre-and-wheel economics the world attributes to Bugatti actually true HERE — and the register's best single quality indicator is not mileage but ecosystem completeness: service profile, tyre and wheel documentation, recall status, Passeport or CPO. A cared-for 20,000-km Veyron can be a far better asset than a 2,000-km museum piece on ten-year-old tyres with an unknown wheel cycle. Our standing recommendation is strict: Bugatti's official service partners. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · THE ECOSYSTEM & WHEEL-CYCLE AUDIT

- ☐ Identity first: 16.4, Grand Sport, Super Sport, Vitesse, edition — by chassis data.
- ☐ The tyre/wheel file FIRST: PAX spec, DOT, set count, wheel replacement dates, wheel serials — no unknown history on a high-speed car.
- ☐ The recall trio closed by VIN: 16V166 (RPS plates), 16V199 (B+ cable — CRITICAL if open), 16V200 (tank control unit / 16-04-013BUG).
- ☐ Service profile established: ACTIVE or COLLECTOR — how Bugatti itself classified the car.
- ☐ Last 14h and 32h services dated; the next one priced into the deal.
- ☐ Passeport Tranquillité and CPO status; partner and partner history documented.
- ☐ Coil and spark-plug history — the €20k ageing item.
- ☐ Storage history honest: how long, where, what regime — recommissioning quote on long standers.
- ☐ Grand Sport: roof module present, matched, undamaged, stored — plus the emergency top.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Full Bugatti diagnostic pull: misfire counters on all sixteen, DTCs, software, campaign flags.
- ☐ Cold start filmed: oil pressure, even running — then a REAL drive and a full heat-soak watch.
- ☐ Full load under safe conditions: misfire behaviour under boost is the ignition verdict.
- ☐ Turbos: boost target/actual, actuators, intake oil traces, intercooler condition.
- ☐ DCT: cold D/R, manoeuvring, full-load shifts, adaptations, hydraulic pressure, temperature.
- ☐ Hydraulics: every ride height reached AND held; pump behaviour, leak traces.
- ☐ Active aero and airbrake cycled completely; top-speed key recognised, transitions verified statically.
- ☐ Underbody: RPS plates sighted (16V166 story), lift-point areas inspected for prior damage.
- ☐ Carbon walk: tub edges, sills, pickups — NDT on any doubt.
- ☐ Tyres read as the safety file they are: age, sidewalls, repairs, flat spots, storage evidence.
- ☐ CCM sighted: chips, oxidation, thermal state.
- ☐ AWD felt: front diff, shafts, boots — noises investigated, not explained away.

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C · COLLECTOR & EDITION AUDIT

- ☐ Build sheet and factory configuration verified line by line.
- ☐ Edition authenticity: plaque, paint, carbon, interior, embroidery, wheels (Sang Noir → La Finale, Les Légendes 6×3).
- ☐ Grand Sport roof and storage equipment inventoried as the value items they are.
- ☐ Original parts and replaced components: origin and works documentation.
- ☐ Accident history with composite documentation — or the file closes.
- ☐ Ownership chain and Bugatti correspondence archived.
- ☐ Every finding photographed for the collector dossier.

D · PRICE & INVESTIGATION ITEMS

The W16 is the quiet certainty: the money lives in tyres, wheels, the service rhythm, the hydraulics — and the effective acquisition cost.

- ☐ The buying arithmetic FIRST: price + next 14/32h + tyre status + wheel cycle + recalls + hydraulics + ignition + recommissioning.
- ☐ Tyre set due: ≈£30k historic order — current quote, priced before purchase.
- ☐ Wheel cycle due: ≈£52k historic order — the third-set rule respected.
- ☐ Coil/plug work due: the ≈€20k access-labour reality — quoted.
- ☐ Hydraulic or aero findings: Bugatti quotes only — high cost complexity.
- ☐ Open recalls: 16V199 closed before anything else moves.
- ☐ Long-stored cars: recommissioning quote obtained BEFORE negotiation.
- ☐ The €150k-cheaper car recalculated: it may be the expensive one.
- ☐ Negotiate from the ecosystem file: profile, rhythm, tyre/wheel paper, CPO.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Unknown wheel history on a car presented as high-speed capable.
- Ten-year tyres defended by tread depth.
- 16V199 open or unverifiable — a fire-risk campaign stays closed.
- Service history outside the Bugatti partner network.
- Hydraulics that sag, hunt or fail to hold a height.
- Lift-point or RPS-plate damage explained away.
- A museum-piece sold as "like new" with no recommissioning file.
- A missing Grand Sport roof or storage kit waved off.
- 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, recall closures, tyre/wheel file, service rhythm, profile.
- ☐ The Bugatti partner relationship established; next 14/32h service and next tyre/wheel decision calendared.
- ☐ Storage and movement regime set — the Veyron is owned by using it, inside its system.

"The Veyron is the Bugatti where the legends are true: tyres, wheels, and a service rhythm that never sleeps. Buy the ecosystem file, count the sets — the W16 will do its part."

Deep dive: Supercar Models Paper 76 · Model File 76 · Owner's Intelligence series.

FINDINGS & NOTES