

BUGATTI TOURBILLON

BASELINE FILE · HV FIRST · SOFTWARE · V16 · MONITORING

Compiled from public sources, the Bugatti Tourbillon, 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 Tourbillon transaction. It replaces nothing. The Tourbillon is currently more a technical architecture project than a used car — 250 examples, first deliveries from late 2026 — and this is a BASELINE FILE: built on OEM facts, with an explicit MONITORING status wherever no field data exists yet, and inventing nothing. What it does is open the fields that will matter — high-voltage battery, software, hybrid integration — so that every future Tourbillon file has its comparison data. Our standing recommendation is strict: Bugatti and its authorised, HV-certified partners. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & BASELINE RECORD

- ☐ Identity first: build number of the 250, specification, delivery date, first owner.
- ☐ The works-care programme documented: coverage, duration, terms — the four-year first-customer package.
- ☐ SOFTWARE baseline archived: all module versions, OTA history — the comparison datum of the future.
- ☐ HV baseline opened: battery SoH, charge history, cell balance, isolation values.
- ☐ Service partner and HV certification recorded — the qualified circle is small.
- ☐ Factory campaigns checked by VIN — none exist yet: the field stays open.
- ☐ Tyre specification and DOT recorded against the bespoke Michelin development.
- ☐ Every baseline photographed and archived — this dossier IS the future value.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Full diagnostic pull: hybrid control, modules, fault memory, software levels.
- ☐ HV diagnosis by certified hands: SoH, cell balance, isolation, inverter, cooling circuit.
- ☐ Cold start filmed: the V16 even to ≈9,000 rpm capability — no smoke, clean oil pressure.
- ☐ Electric mode, recuperation and torque vectoring function-tested.
- ☐ DCT: take-off, shifts under load, adaptations — judged without legacy assumptions.
- ☐ A REAL drive with hybrid-thermal watch: battery, e-motors, V16, DCT temperatures.
- ☐ Carbon walk: monocoque edges, underbody, battery-structure area — NDT on any doubt.
- ☐ CCM plus regen: pad and disc state read against the new wear picture, not the Chiron's.
- ☐ Instrument mechanics and deployable display cycled — the watchmaking chapter.
- ☐ Storage and charging regime read honestly: a PHEV Bugatti is owned by both plugs.

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C · MONITORING · THE REGISTER STATUS

- ☐ No failure claims: battery, V16, DCT, e-motors carry MONITORING, not allegations.
- ☐ Battery ageing watched by calendar and cycles — the field to own early.
- ☐ Software/OTA cadence tracked: version history is the car's biography.
- ☐ HV-component behaviour logged at every service — trends, not incidents.
- ☐ Cooling performance benchmarked warm — the hybrid's quiet workload.
- ☐ Parts-supply experience recorded as the fleet ages.
- ☐ Every register update feeds the baseline — the first real field data rewrites this file.

D · PRICE & INVESTIGATION ITEMS

Nothing has a failure history yet: the price sits in the baselines, the works coverage, and the completeness of the paper.

- ☐ Works-care status: remaining coverage priced as the asset it is.
- ☐ Missing baselines (software record, HV history): priced as identity risk.
- ☐ Any HV anomaly: factory-level diagnosis before any price is discussed.
- ☐ Tyre set and spec: bespoke development — factory quotes only.
- ☐ Carbon or battery-structure findings: Molsheim-level verdicts, nothing less.
- ☐ Personalisation verified against the build sheet — Sur Mesure content documented.
- ☐ Negotiate from the baseline dossier: coverage, software record, HV file.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service touch outside the Bugatti HV-certified world — at any price.
- HV warnings dismissed on a car this young.
- No software/OTA record on a software-defined hypercar.
- Charging or storage regime unknown or improvised.
- Carbon or underbody findings near the battery structure without factory verdict.
- Speculative "known problems" offered as negotiation leverage — the fleet is too young.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The baseline dossier archived: software versions, HV record, tyre file, works-coverage papers.
- ☐ Charging, storage and movement regime set per handbook — from day one.
- ☐ The Molsheim relationship established — the Tourbillon is owned inside the system that builds it.

"The Tourbillon has no history — so write it down: the battery file, the software record, the works coverage. Bugatti's third ownership era begins at the plug, and the baseline you keep today is the file the market reads tomorrow."

Deep dive: Supercar Models Paper 78 · Model File 78 · Owner's Intelligence series.