

BUGATTI COACHBUILT

HALO PROTOCOL · CHIRON REFERENCE · BESPOKE CARBON · PROVENANCE FIRST

Compiled from public sources, the Bugatti coachbuilt collection, 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 transactions across Bugatti's modern coachbuilt cars — 40 Divo, 10 Centodieci, one La Voiture Noire, and the Sur Mesure one-offs. It replaces nothing. The register reads these cars through one split: their TECHNICAL value lives almost entirely in the Chiron platform (File 75 carries the protocol), while their ECONOMIC and collector value lives in the bespoke body, the design and the provenance. A technically perfect car with undocumented replaced carbon can be worth less to a collector than a lightly used car with a complete works chain. Our standing recommendation is strict: Bugatti's authorised partners and the works itself for anything bespoke. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & THE COLLECTOR FILE

- ☐ Identity first: Divo, Centodieci, LVN or Sur Mesure — build number against the run (40/10/1).
- ☐ Build sheet and Sur Mesure documentation verified line by line — the configuration is the identity.
- ☐ Original specification, paint and individualisation confirmed against delivery documents and photographs.
- ☐ Complete works service chain: partner, dates, scope — the fleet lives inside the ecosystem.
- ☐ Carbon-repair history separated from paintwork, per register rule — every bespoke part with its story.
- ☐ Chiron campaign set checked by VIN — 20V-732 explicitly on 2020–21 Divos.
- ☐ Original parts, keys, covers, documentation inventoried.
- ☐ Ownership chain: short by nature — verified anyway.

B · THE INSPECTION · CHIRON BASE + BESPOKE LAYER

- ☐ The File-75 protocol in full: diagnostic pull, W16 cold start, REAL drive with heat soak, turbos, DCT.
- ☐ Carbon walk on the BESPOKE body: splitter, diffuser, flicks, wings, flanks, rear — raking light, panel gaps, fit.
- ☐ Divo: aero package and cooling ducts inspected — this car gets driven; underbody read honestly.
- ☐ Centodieci: front structure, five intakes, cooling-air routing — the homage details are the value.
- ☐ LVN-class one-offs: every visible carbon part judged for originality, not just condition.
- ☐ Active aero cycled per the model architecture.
- ☐ CCM and tyres per the Chiron standard: measured, identified by part number.
- ☐ Cooling watched under load — modified routing respected per model.
- ☐ Storage and movement regime documented.

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C · SPECIALIST SCOPE (MINIMUM)

- ☐ Bugatti authorised partner — with the works itself for anything bespoke.
- ☐ Full diagnostic session: software levels, fault history, campaign flags.
- ☐ Composite verdict on tub AND bespoke body panels where any doubt exists.
- ☐ Bespoke-part inventory: origin and works documentation for every replaced component.
- ☐ Parts-supply reality check for any needed body component — nothing comes from the Chiron shelf.
- ☐ Aero calibration verified against the model's own configuration.
- ☐ Sur Mesure materials condition-checked — bespoke surfaces, bespoke care.
- ☐ Provenance dossier cross-checked line by line with the car.
- ☐ PPI cost at this level follows the car — budget at hypercar scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The Chiron platform is the certainty: the money lives in the bespoke carbon, the parts reality — and above all the provenance file.

- ☐ Any bespoke body finding: works-level quote — single pieces, handcraft, Molsheim.
- ☐ Undocumented replaced carbon: priced as the collector-value hit it is — the file's verdict applies.
- ☐ Provenance or documentation gaps: identity risk, decisive at this level.
- ☐ Open Chiron campaigns: closed before money moves — the VIN matrix applies literally.
- ☐ Divo usage findings: aero and underbody wear priced from how the car was driven.
- ☐ Tyres and CCM per the Chiron standard: measured and priced.
- ☐ Works-care status: remaining coverage priced as the asset it is.
- ☐ Negotiate from the provenance file: build sheet, works chain, originality — never the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A bespoke carbon part replaced with no works documentation — functional or not.
- Bodywork repairs outside the Bugatti world on a coachbuilt body.
- A provenance chain that cannot be closed on a 1-to-40-car fleet.
- Chiron campaign status unverifiable — the Divo sits in 20V-732 by name.
- Sur Mesure content that cannot be verified against the build sheet.
- Speculative fault claims — the fleets are too small and too young.
- A seller who resists the works-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The provenance dossier archived: build sheet, Sur Mesure record, works chain, carbon inventory, diagnostic baseline.
- ☐ The Bugatti and works relationship established — bespoke bodies are owned next to the atelier that made them.
- ☐ Storage, movement and preservation regime set — the platform wants driving, the body wants care.

"Fifty-one bodies, one platform: the Chiron does the engineering, Molsheim did the art. Buy the provenance file, inventory the carbon — a perfect engine never made an undocumented body original again."

Deep dive: Supercar Models Paper 80 · Model File 80 · Owner's Intelligence series.

FINDINGS & NOTES