

MODEL FILE 12 · HYPERCAR LINEAGE

LAFERRARI

F140FE V12 · HY-KERS · 2013–2018 · COUPÉ · APERTA · FXX-K

HYPERCAR PROTOCOL · HOW THESE CARS CHANGE THE RULES

HOW THEY TRADE

The five halo cars (F40, F50, Enzo, LaFerrari, F80) are a model palette of their own. They are not bought by walking in with the money: examples surface through specialists, collections and private networks, and the transaction is decided on documentation, provenance and structure as much as on mechanical condition.

THE SPECIALIST RULE

A generic PPI is not a PPI here, and on this car it must include high-voltage competence. The examination belongs with Ferrari itself, with Classiche involvement where applicable, or with a marque-authority specialist with documented LaFerrari experience, composite (NDT) capability and HV qualification. Without that verdict, do not touch the car.

THE FAMILY IN BRIEF

VARIANTS

Coupé: 499 cars plus a 500th built for charity (auctioned for Italian earthquake relief). Aperta: 210 in total including the final charity car auctioned for Save the Children at a record €8.3M; published breakdowns between customer and factory/pre-series allocations vary, so anchor any split on factory records, not press figures. FXX-K and the FXX-K Evo factory package: the track-only XX branch. Not family members: SP3 and Daytona SP3, the 499P Modificata and the SF90: related thinking, independent platforms.

HYBRID DRIVETRAIN

6,262 cc 65° F140FE V12, 800 cv at 9,000 rpm, plus the HY-KERS electric motor of 163 cv: 963 cv (708 kW) system output through a 7-speed DCT. Carbon monocoque, CCM, adaptive dampers, E-Diff, active aerodynamics (front flaps, diffuser, mobile rear spoiler). One fact the market keeps getting wrong: the LaFerrari is NOT a plug-in and has no electric-only mode. There is no charge port; the battery is charged by regeneration and by the engine, and it stays healthy by being driven. Storage runs through Ferrari's conditioning procedures, not through a wall socket.

WHY IT MATTERS

Each halo car asked one question: F40, is the historic structure original and sound; F50, is the tub with its load-bearing V12 untouched; Enzo, are carbon and the electrohydraulic F1 system healthy. The LaFerrari adds a fourth dimension: has the high-voltage system been kept to Ferrari's procedures, and is the battery provably in good health? The V12 is not the main problem. The HV technology is.

INSPECTION ZONES · THE HIGH-VOLTAGE DIMENSION

HV BATTERY

The single most important component, and never a works/does-not-work question: state of health, capacity, cell balance, internal resistance, cycle count, temperature history, overtemperature and undervoltage events, complete fault memory. Fields: battery serial, SOH, cell balance, replacement date, HV fault history. Without a Ferrari-level battery health report, the PPI is incomplete by definition.

BATTERY GENERATIONS

Ferrari has run programmes to renew and modernise ageing LaFerrari batteries, so “new battery” is not a datum: which generation, produced when, factory replacement or not, why replaced, software adapted, warranty? A documented factory update can be a clear plus today. Capture original battery versus factory replacement, generation, date, invoice, dealer.

STANDING TIME

The most common market error inverts on this car: few kilometres do not mean the best car. A showroom car that stood five years, never fully warmed, never cycled and never conditioned can have damaged its battery far more than a regularly driven 15,000 km example. Ferrari prescribes regular operation and correct battery management: not disconnecting, not years of static storage. Demand evidence: conditioning, maintainer use, regular HV checks, annual usage history.

ISOLATION & ELECTRONICS

The isolation measurement is mandatory, not optional: isolation resistance, HV leakage, ground faults, interlock, contactors: reading the fault memory alone is not a test. Any anomaly is CRITICAL until resolved. Behind it sit DC/DC converter, inverter and power electronics: status, faults, temperatures, software.

HV COOLING

Often underestimated: the battery has its own thermal circuit. Pumps, coolant, valves, temperature sensors, lines, tightness, software. An overheated battery ages dramatically faster; the temperature history belongs in the health picture.

SOFTWARE

Far more important than on the Enzo: engine, hybrid, battery management, transmission, ABS, vehicle dynamics, aero. Updates have brought real improvements; outstanding campaigns and the current level belong in every file.

V12 & DCT

The F140FE is exceptionally robust; no systemic engine damage is recognisable and none is claimed. Classic but thorough: compression, oil pressure, true cold and warm starts, leaks, cooling, misfires, knock and lambda data. The 7-speed DCT is fundamentally far less problematic than the old single-clutch F1: shift quality, clutch data, adaptations, hydraulics, temperatures, oil condition, launch history, fault memory.

CARBON TUB

Priority unchanged from F50 and Enzo: underfloor, crash structures, sills, doors, roof, bulkhead, pickup points, delamination, impact, repairs, fasteners. Suspected structural damage: CRITICAL, composite NDT at Classiche level. The carbon structure remains the biggest value-relevant point of the car itself.

ACTIVE AERO & CHASSIS

Substantially more complex than the Enzo: front flaps, active diffuser, mobile spoiler, actuators, sensors, hydraulics, calibration, fault memory: cycled and verified across several drive modes, not inspected visually. Adaptive dampers: leakage, sensors, actuators, characteristics, control unit, ride heights. Front lift as its own block: raise, hold, lower, symmetry, timing, leakage.

BRAKES & RECUPERATION

Evolved CCM plus energy recovery: check rotors, pads, edges, thickness and wear data as carbon, and then the system behaviour: the transition from recuperation to hydraulic braking, pedal feel, control quality. A faulty recuperation can masquerade as a brake problem: diagnose before replacing hardware.

12 V & DISPLAYS

A weak 12 V system fakes hybrid faults, HV warnings, communication errors and starting problems: always stabilise first, then judge. Full-system diagnosis before AND after the road test. Digital instruments: pixel faults, backlight, boot time, communication, warning lamps.

TYRES & COSMETICS

Many LaFerrari barely drive, and the tyres show it: DOT age, heat cycles, cracking, flat spots, track use. Interior: carbon surfaces, Alcantara, switches, touch surfaces, steering wheel: technically LOW, originality-sensitive in restoration.

VARIANT-SPECIFIC · APERTA

OPEN BODY

Mechanically near-identical to the coupé; the additional programme is the roof system: hard and soft tops, seals, wind noise, water ingress, targa components, storage, completeness. Missing original roof components are collector-value deductions, exactly as on the F50.

FXX-K / EVO · THE TRACK BRANCH

FXX-K & EVO

XX logic, not kilometres: engine hours, hybrid hours, battery cycles, track events, telemetry, factory rebuilds, software. The hybrid system works far more aggressively here (1,050 cv system per factory data), so HV cooling, power electronics, energy recovery and battery performance under track temperatures carry extra weight. The Evo is a factory evolution package: verify the original kit, aero, software, hybrid calibration, telemetry and factory documentation. Assessment runs on the fourth score: Corse Clienti / Track Asset Condition.

RECALLS · VIN CHECK MANDATORY

US PICTURE

Five documented US campaigns (verified September 2026): 15V305 (L32 seat headrests), 15V306 (misleading TPMS warning message), 15V433 (improperly assembled driver airbag module, MY2015, multi-model), 19V090 / Ferrari recall 69 (fuel vapor separator may crack: fuel leak, fire risk; 2017 LaFerrari among 2,150 Ferraris of several lines), and 22V536 (brake fluid reservoir cap venting: covers 2013–15 LaFerrari and the 2017 Aperta within the large cross-model campaign). VIN recall status is mandatory, plus the Ferrari campaign history beyond the public databases; further market-specific actions exist.

CLASSICHE · PROVENANCE

AUTHENTICITY FILE

Classiche and matching numbers extended to the hybrid era: original paint, original carbon, original hybrid components, battery history and factory updates all belong in the record. The charity cars (the 500th coupé, the final Aperta) are unique factory provenance. Unchanged doctrine: Classiche answers authenticity, not condition: it says nothing about SOH, isolation values or a conditioning history.

COST DISCIPLINE · THE BATTERY DOMINATES

MI WORKING RANGES

Working ranges, not quotes (Sep 2026): annual service €4,000–8,000 · major service €8,000–20,000+ · HV battery: deliberately no fixed number: reported figures for complete battery work scatter from the mid five figures to considerably higher depending on generation, programme and market: risk class VERY HIGH, factory quote required · HV electronics €10,000–40,000+ · major DCT work €15,000–30,000+ · full CCM €30,000–60,000+ · carbon repair project-specific · structural tub repair potentially six figures.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · THE FOURTH DIMENSION

Buy the battery report the way you buy the structure: proven SOH, documented conditioning, a named generation and a clean isolation test outrank the odometer. The odometer flatters the wrong cars on this model.

2 · CONFIDENCE DISCIPLINE

Strongly documented: HV battery ageing, capacity loss from wrong storage, 12 V problems, tyre ageing, battery software updates, normal wear at lift, dampers and brakes. Not sufficiently documented, not to be claimed: systemic V12 damage, systemic DCT failure, carbon-monocoque problems, fleet-wide hybrid-motor or inverter failure series.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. Structural readings: battery status and generation will stratify this market like nothing else; storage history is itself value-relevant; the Aperta carries its own premium; charity cars and FXX-K follow provenance and Corse Clienti condition.

963 cv

800 cv F140FE V12 plus 163 cv HY-KERS; no plug, no EV mode: driven is healthy

499 + 1

Coupé production plus the 500th charity car; Aperta 210 in total

19V090

Fuel vapor separator, Ferrari recall 69: one of five US campaigns on this family

Sources: Ferrari factory data for LaFerrari, Aperta and FXX-K (system outputs, HY-KERS architecture, production and charity cars; Aperta sub-allocations vary between published accounts and are to be anchored on factory records); NHTSA campaigns 15V305, 15V306, 15V433, 19V090 and 22V536 verified September 2026; Ferrari battery programme and conditioning procedures as documented in factory and dealer material; specialist observations on storage-related battery ageing as sourced. Cost figures are MI working ranges; market bands follow the verification round.