

MODEL FILE 14 · V12 GRAND TOURING LINEAGE

FERRARI 812

F140 V12 · 2017–2023 · SUPERFAST · GTS · COMPETIZIONE

THE FAMILY IN BRIEF

VARIANTS

812 Superfast: the series berlinetta. 812 GTS: the RHT spider. 812 Competizione and Competizione A: the limited Special Series pair. Monza SP1 and SP2: 812-based Icona cars, cross-linked to this platform but audited in their own halo sub-file. Omologata (Superfast base) and SP51 (GTS layout, chassis and engine per factory statement): one-offs, coded via base platform.

ENGINE & DRIVETRAIN

6,496 cc 65° F140GA V12, 800 cv at 8,500 rpm, 718 Nm, 350-bar direct injection, 7-speed DCT, E-Diff, SSC 5.0, SCM-E dampers, 1,525 kg dry, over 340 km/h (factory data). Two firsts define the PPI: EPS, the first electric power steering on a Ferrari, and PCV 2.0 rear steering as series equipment. Timing by chains: generic sites listing an 812 “cambelt service” are wrong and are filtered out as data sources.

WHY IT MATTERS

A step more solid than the F12: no hot-start carpet, no vent corrosion, far less ageing interior electronics. The picture so far is a fundamentally robust platform with precisely identifiable production and recall topics and a handful of expensive systems that must be checked but do not conspicuously fail. UK inspection statistics support it: no statistically significant model-typical problem group across roughly 2,000 evaluated tests, and a 96.4 per cent pass rate in a second sample.

INSPECTION ZONES · PRECISE, NOT PARANOID

UPPER ENGINE OIL LEAK

The one real mechanical field pattern worth the file: on pre-2020 cars, a small oil pool in the upper centre of the V12, usually traced to a distorted solenoid-valve-holder cover (early replacement covers sometimes distorted again; occasionally a porous intake casting instead). Engine cover off: check the centre of the vee for pooling, dried oil, fresh cleaning, the cover revision and repair history. **STRONG FIELD PATTERN** on early cars, not an engine failure: **MEDIUM, HIGH** with larger loss.

V12 & FUEL SYSTEM

The F140GA is a strength: no systemic engine, chain, valvetrain or bottom-end claim belongs in the file. True cold start: cranking speed, idle, misfires, smoke, chain noise: and calibrated ears, because 350-bar injection ticks audibly by design. The high-pressure fuel side is an inspection area, not a common failure (isolated rail and HPFP replacements are documented): actual versus target pressure, rail and pump faults, injector corrections, fuel smell, hot restart.

COOLING

Thermally highly loaded but fundamentally robust: a publicised overflow event under extreme heat was the system venting, not a defect. Radiators, fans, reservoir, water pump, hoses, dried residue, heat exchangers; full warm-up, heat soak, hot restart on every inspection.

DCT

Mature and clearly less troubled than the old F1 generation, but still a potentially five-figure block: cold and warm shift protocol (reverse, gradient, stop-and-go, fast manual shifts, downshifts), judder, delay, unavailable gears, hydraulic or electrical faults. Underbody leak check before AND after the road test: not a known issue on the 812, but a high-cost PPI item in the same gearbox family with documented repair procedures.

EPS

The first electric power steering on a Ferrari and a genuine difference to the F12: assist, centring, behaviour across Manettino modes, torque and angle sensors, no notchiness, no warnings. An active EPS fault is HIGH; no robust evidence of systemic failure exists, and none is claimed.

PCV REAR STEERING

Series rear steering evolved from the tdf concept: ECU, actuators, position sensors, mechanical joints, calibration, faults. After any accident or axle work the PCV calibration and rear alignment are verified: a miscalibrated system feels unstable, eats tyres and throws steering warnings. Uneven rear wear always triggers a geometry and PCV check. High-cost, high-safety zone: not a common-failure claim.

SUSPENSION & LIFT

SCM-E dampers: leakage, mounts, wiring, mode response: age inspection, no endemic pattern in the field data. Front lift where fitted: repeated cold cycles, hold, drop, warm again: rarely defective, expensive enough to always test.

BRAKES & PARKING BRAKE

CCM judged as carbon with diagnostic wear values; RC80 completes the block: cap status, fluid level, leak and warning history, repeated warm stops. One small real-world data point: insufficient parking-brake performance was the most common single failure code in the tiny group of failed UK tests: no known issue, but the parking brake gets tested explicitly.

ELECTRICS & ACCESSORIES

Low voltage cascades here as on every networked Ferrari: ESC, steering, DCT, rear-steer, infotainment and TPMS warnings from one weak battery: battery first, then the full scan, before and after the road test (rear-steer and DCT errors can be warm-only). A specific 812 point: aftermarket electronics: immobilisers, trackers, dash cams, alarms: a documented owner case produced over fifty fault messages after accessory work: record every aftermarket installation, MEDIUM/HIGH when untidy.

TYRES & TPMS

The most frequent real finding in field data, logically for an 800 cv rear-driven car: homologation, DOT, inner edges, shoulders, repairs, flat spots: with the rear-steer cross-check on uneven wear. TPMS drops out as sensor batteries age: LOW/MEDIUM, nothing more.

BODY & EXHAUST

Aluminium structure as on the F12: extrusions, castings, bonded and riveted joints, pickup points: and rear damage now reaches further than bumper and diffuser: rear-steer geometry and actuators live there. Exhaust: occasional specialist observations of manifold ticking and loose heat shields: LOW/MEDIUM confidence, climate- and use-dependent, not OEM-confirmed. Later European cars carry GPF/OPF: emissions readiness and any tuning checked together. Sticky trim exists but is far milder than the 599/F12 era.

VARIANT-SPECIFIC · GTS

RETRACTABLE HARDTOP

About 14 seconds, operable to 45 km/h; roughly 75 kg heavier with chassis and damping adapted (factory data). Two full cycles cold and again warm: smoothness, locks, deck, windows, seals, sensors, water marks, wind noise, paint rubbing, drain channels. No sufficient evidence of a systemic roof defect: a high-cost inspection item. After rear damage: decklid alignment, buttresses, hinges, rear-quarter panels, and the reinforced structure (sills, A-pillars, roof mountings) explicitly.

VARIANT-SPECIFIC · COMPETIZIONE / A

THE SPECIAL SERIES

830 cv at 9,250 rpm, 9,500 rpm redline, 692 Nm, 1,487 kg dry, 275/35 and 315/35 ZR20, CCM 398/360 mm (factory data): and PCV 3.0 with independently steered rear wheels: each actuator, sensor and calibration checked per side: the most expensive potential chassis zone on the car. The engine is deeply reworked; the population is young and small, so deliberately NO invented known-issue list: cold start, compression and oil analysis on doubt, over-rev history where accessible, original ECU and exhaust. Track use is likelier and scored, not condemned: undocumented brake and fluid maintenance is what makes it HIGH. Aero and lightweight parts verified against the build sheet: never accept "original Competizione look" without part verification. The A adds the open-body programme: roof panels, seals, storage, buttresses: completeness is a HIGH value issue at this rarity. RC80 explicitly includes the Competizione: even a nearly new car gets the campaign check.

RECALLS · VIN CHECK MANDATORY

RC69 · FUEL SEPARATOR

NHTSA 19V090, verified September 2026: the fuel vapor separator could crack (supplier weld fault): vapor leak, check-engine, fire risk. 2018–19 Superfast within a defined production window, among 2,150 Ferraris of several lines; separator replaced. CRITICAL, and a defined population, not a general fuel-system verdict.

RC73 · REAR WINDOW

NHTSA 20V614: an incorrectly bonded rear window could detach completely: MY2018–20 Superfast, 1,063 US cars, production corrected after assembly number 178370; window replaced. The used-car question today is often the repair, not the recall: was the body damaged or repainted during the glass exchange?

RC80 & AIRBAGS

NHTSA 22V536: brake-reservoir cap venting: Superfast, GTS and Competizione all listed: new cap, plus NQS instrument software on some variants: CRITICAL. Airbag and Takata questions on early cars are handled as AIRBAG_RECALL_VIN_CHECK_REQUIRED: campaign-specific, never a blanket claim.

SERVICE · THE YEAR-EIGHT QUESTION

READING THE FILE

Many early 812s are now out of the free 7-year Genuine Maintenance: the MI turning point. From year eight: were services continued, dealer or qualified specialist, annual oil, brake fluid, DCT maintenance, coolant, plugs, filters? Low mileage ages too: a 2,000 km 2018 car is eight years old (battery, tyres, seals, dampers, fluids, trim). And the reverse holds: field data suggests regularly used, properly maintained 812s age very well: the mileage penalty may prove smaller than on collector hypercars.

COST DISCIPLINE · MI WORKING RANGES

WORKING RANGES

Working ranges, not quotes (Sep 2026): annual service €1,500–3,000 · major or catch-up service €3,000–8,000+ · tyre set €1,800–3,000 · oil-cover leak repair €1,500–5,000+ · high-pressure fuel repair €2,000–8,000+ · MagneRide pair €4,000–8,000+ · front lift €2,500–8,000+ · EPS fault €3,000–10,000+ · rear-steer actuator or calibration €3,000–10,000+ · DCT minor leak or service €2,000–6,000 · major DCT repair €10,000–25,000+ · CCM axle €8,000–15,000+ · full CCM event €18,000–35,000+ · GTS roof repair €5,000–20,000+ by fault. Competizione, A, Monza and SP51: OEM quote required, collector multiplier.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · A SOLID PLATFORM

One step more solid than the F12: the real work is three recalls, one early oil-cover pattern, and the discipline of testing expensive systems that rarely fail (EPS, PCV, DCT, roof). A used, documented 812 carries its mileage well; the catch-up logic still applies, but the carpet of field problems is simply thinner.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: RC69, RC73, RC80. Strong field pattern: the pre-2020 solenoid-cover oil leak, low-voltage cascades, ordinary tyre and TPMS ageing. Low-confidence specialist patterns: heat-shield and manifold noise, isolated injector and HP-fuel cases, occasional module faults. Not to be called common: catastrophic F140 failure, chain failure, systemic DCT, EPS, rear-steer, MagneRide, GTS-roof or CCM failure. On the Competizione, no invented known-issue list: the population is too young and too small.

MARKET POSITION · TWO MARKETS, TWO READINGS

STATUS

European and US bands to be set from the transaction dataset in this verification round. Structural readings: the Competizione pair has moved fastest toward tdf-class values and prices on originality and PCV health; the Superfast and GTS price on recall status and the year-eight service question; Monza and the one-offs trade on provenance.

800 cv

F140GA 6.5 V12 at 8,500 rpm; Competizione 830 cv, 9,500 rpm redline

RC73

Rear-window bonding recall 20V614: today, audit the repair, not just the recall

96.4%

UK test pass rate across 811 evaluated inspections: a robust platform ageing normally

Sources: Ferrari factory data for 812 Superfast, GTS, Competizione/A, Monza SP1/SP2 and SP51; NHTSA campaigns 19V090, 20V614 and 22V536 verified September 2026; UK DVSA/MOT statistics and market material (oil-cover pattern, field observations) as sourced. Cost figures are MI working ranges; market bands follow the verification round.