

MODEL FILE 15 · V12 GRAND TOURING LINEAGE

FERRARI 12CILINDRI

F140HD V12 · FROM 2024 · BERLINETTA · SPIDER · MANUALE

THE FAMILY IN BRIEF

VARIANTS

12Cilindri berlinetta and Spider: launched together in 2024 as range models.

12Cilindri Manuale: a Special Series of 1,499 cars, presented July 2026 (the number echoes the 1,499 cc V12 of the first 1947 Ferrari). No further special series is factory-established: a harder variant is widely expected (trademark filings for “12Cilindri MM” and “12Cilindri GTO” exist, test cars have been photographed), but nothing is factory-confirmed: the file adds it only when Ferrari does.

ENGINE & DRIVETRAIN

6,496 cc 65° F140HD V12, 830 cv at 9,250 rpm, 678 Nm at 7,250 rpm, 9,500 rpm maximum, 13.5:1, dry sump, rear drive through an 8-speed DCT (shorter ratios, eighth as a touring gear), 1,560 kg dry in lightweight spec, 48.4/51.6 distribution, wheelbase 20 mm shorter than the 812 Superfast. Tyres 275/35 R21 and 315/35 R21; CCM 398 × 223 × 38 and 360 × 233 × 32 mm: remarkably close to 812/Competizione dimensions (factory data). Chains, as ever: no belt service exists.

WHY IT MATTERS

Not a renamed 812 checklist. The difference is not mechanical weakness (the known-issue database is deliberately nearly empty): it is that far more of the dynamics now depend on software and sensing: the 6D sensor feeds SSC 8.0, EPS, independent PCV 3.0 rear steering per wheel, brake-by-wire with ABS Evo, and active rear aero. The V12 itself is currently the part to worry about least.

INSPECTION ZONES · SOFTWARE-DEFINED DYNAMICS

PCV 3.0 PER SIDE

Each rear wheel steers independently: LH and RH actuators, position sensors, calibration and zero position are separate PPI components. Road test: slow manoeuvring, a tight hairpin, medium speed, a fast direction change: watch for asymmetrical response, an over-eager rear axle, instability, warnings, uneven rear tyre wear. After any accident or axle work: rear-steer geometry and calibration, mandatory.

6D SENSOR

A new layer: one sensor package measuring the car in six degrees of freedom feeds every control system. Status, calibration and chassis-sensor faults are checked after accidents, suspension work, alignment or sensor replacement: one fault here can disturb several apparently unrelated systems at once.

BRAKE-BY-WIRE & ABS EVO

Hardware and electronics judged together: CCM, pads, calipers, lines and fluid mechanically; pedal and pressure sensors, ABS Evo, EBD, wheel-speed sensors and the 6D interaction electronically. Road test: progressive braking, repeated moderate stops, consistent pedal, straight braking, no unexpected transitions.

ACTIVE REAR AERO

Two rear flaps between low-drag and high-downforce positions, worth up to about 50 kg of downforce (factory data): LH and RH tracked separately: actuators, travel, hinges, position sensors, synchronisation, faults, damage, debris. The whole rear zone (glass alignment, black panel, deck, seals, lamps, diffuser) is far more complex than the 812: a "small" rear-end knock can touch several expensive systems: after rear damage, flap alignment and calibration are their own audit.

V12 & DCT

The F140HD shows no known field pattern at all today: no engine, chain, valvetrain or consumption claims. Cold-start protocol regardless: temperatures, immediate start, pressure, idle, noises: and at 9,500 rpm, compression, leakdown or oil analysis on track use, tuning or suspicious sounds. The 8-speed DCT: cold and warm shift protocol, heat-soak restart; leak inspection before and after the drive: an inspection area from F12/812/SF90 experience, not a known issue.

STEERING-WHEEL CONTROLS

The real, OEM-acknowledged UX topic: the haptic touch controls of the early cars drew documented criticism (panels sleeping and needing to be woken, unreadable in sunlight, CarPlay instability in tests). Ferrari has responded: since 2026 an official physical-button centre module is available for 12Cilindri and Spider: only the centre module is exchanged and fully integrated. This is classified precisely: an HMI/UX issue with a factory remediation: NOT an electrical failure. A factory retrofit is neutral to positive on the used market; record the control type, correct coding, and whether the original haptic module was retained (a small point today, possibly a collectability point in twenty years).

HMI & SOFTWARE

Test everything: 15.6-inch cluster, 10.25-inch centre screen, passenger display, CarPlay and Android Auto, navigation, cameras, Manettino, climate: then a power cycle and test again (documented CarPlay crashes persisted until the next key cycle). On a car this young the software baseline is central: latest levels, dealer campaigns, infotainment updates, chassis ECUs, PCV, ABS, EPS, active aero: an early build with bugs can be substantially improved by updates. Field observations, not hardware failures.

ELECTRICS & 12 V

Standard modern-Ferrari logic: resting voltage, load test, charging, maintainer history, wake and sleep behaviour. Twenty module errors are not twenty defects: stabilise the supply first. Aftermarket electronics on a car this new are treated sceptically.

BODY & BONNET

A new aluminium platform: extrusions, casting nodes, bonded and riveted interfaces, pickups, rear-steer mountings, subframes (the Spider uses 100 per cent recycled secondary alloy at the gearbox-subframe shock towers: a data point, not a problem). The reverse-opening bonnet is a signature construction: hinge alignment, latch, panel geometry, leading edge, shut lines, struts, repair evidence: after front damage, correct alignment is expensive.

WHEELS & TYRES

21-inch wheels raise pothole, kerb and sidewall risk over the F12/812 era: runout, cracks, repairs, TPMS: on a nearly new car, one repaired wheel is a question about impact history. Tyres: homologation, DOT, tread across each width, heat cycles, flat spots: uneven rear wear triggers the PCV question.

ADAS & OPF

The new platform carries full assistance systems: cameras, radar, blind spot, lane systems, cruise, traffic signs: after windscreen replacement, bumper work or alignment, calibration records are demanded. European cars carry OPF (Euro 6e-bis): original exhaust, no emulator, no warning, readiness, emissions: ECU tuning on a car this new is HIGH for warranty and resale.

VARIANT-SPECIFIC · SPIDER

RHT & REAR GLASS

The RHT: about 14 seconds, operable to 45 km/h: two full cycles cold, at least one warm: synchronisation, locks, sensors, deck, seals, water, rattles, paint rub. New on this car: the electrically adjustable rear glass is its own system: full travel, motor, noise, synchronisation, seal, water. No sufficient field data on the roof either way: the population is simply too young.

VARIANT-SPECIFIC · MANUALE

WHAT IT ACTUALLY IS

The most important data hygiene of the family. The Manuale (1,499 cars, exclusive Tailor Made specifications) is NOT a classic manual: the driver gets a real clutch pedal, an open gate and a lever: but both are by-wire inputs read by sensors (the lever a mechanical force-feedback unit reproducing synchronisation and engagement, not a joystick), executed by the unchanged 8-speed DCT. Manual mode offers six forward gears plus reverse; automatic mode uses all eight; there are no paddles. The file codes it exactly so: TRANSMISSION 8-speed DCT · DRIVER INTERFACE 6-speed Manuale by-wire · CLUTCH PEDAL by-wire.

MANUALE EXAMINATION

No used population exists, so the PPI is defined as logic, and the known-issue column stays deliberately EMPTY. Selector: gate alignment, position sensors, force feedback, mechanical wear. Clutch pedal: travel sensor, redundancy, calibration, return. DCT: the normal 12Cilindri protocol. Software: Manuale configuration and calibration. Future monitoring zones (MONITOR, never known issues): selector position sensors, force-feedback mechanism, pedal sensors, calibration drift, software mismatch. At 1,499 units, authenticity weighs from day one: build, Tailor Made spec, dedicated wheels, badges, original software and components: and the steering-wheel generation recorded per VIN rather than assumed.

RECALLS · A YOUNG FILE

RC95 · GLAZING

NHTSA 26V152 / Ferrari RC95, verified September 2026: 80 US cars, MY2025–26, built October 2024 to November 2025: black side and rear glazing under the 70 per cent light-transmittance requirement of FMVSS 205: glass replaced free of charge, owner letters May 2026. CRITICAL/regulatory where the VIN applies: and clearly a small US-specification population, not a glazing weakness. No further model-wide US safety recall is documented as of September 2026: recall maturity is LOW, the VIN check runs at every PPI, and this file is maintained with its date.

SERVICE · EARLY-CAR LOGIC

PDI OVER PLUGS

New cars carry 7-year Genuine Maintenance and a three-year unlimited-kilometre base warranty. The useful early-car PPI is a PDI and warranty-history audit, not a service-interval audit: delivery or transport damage, dealer demo, press or event car, wheel damage, repaint before customer delivery, software complaints, infotainment repairs, steering-wheel retrofit. DEMO/PRESS/EVENT flags are explicit fields: early cars worked hard at launches, and 2,000 km can mean very different lives. Storage basics still apply: battery, flat spots, condensation, fuel age, brakes.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · SOFTWARE FIRST

The 12Cilindri is bought on its software baseline, its calibrations and its delivery history: the mechanical package below is the most mature V12 platform Ferrari has ever shipped. Treat the file as every very young platform is treated in this series: PPI logic already precise, known-issue database deliberately almost empty.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: RC95 only. OEM-acknowledged UX issue: the haptic controls, with the factory button retrofit as remediation. Early field observations: infotainment UX complaints, CarPlay instability in test cars. No sufficient data, not to be claimed: engine, DCT, rear-steer, brake-by-wire, active-aero, SCM, Spider-roof or Manuale by-wire failures.

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 Manuale allocation trades as its own market from day one; berlinetta and Spider price on specification, software currency and delivery history; the design controversy is sentiment data (a possible DESIGN_SENTIMENT field), never a condition input.

830 cv

F140HD 6.5 V12 at 9,250 rpm, 9,500 rpm maximum, 8-speed DCT

1,499

Manuale production cap, factory-confirmed: by-wire gate over the 8-speed DCT

RC95

The one US campaign: 80 cars, glazing transmittance: recall maturity LOW, VIN check always

Sources: Ferrari factory data for 12Cilindri, Spider and Manuale (outputs, SSC 8.0, PCV 3.0, 6D sensor, active aero, RHT, Manuale architecture and production cap); NHTSA campaign 26V152 verified September 2026; factory physical-button retrofit per Ferrari dealer and press documentation; UX observations from published road tests as sourced; trademark filings (MM, GTO) noted as unconfirmed. Cost logic follows the 812 file until a field record exists; market bands follow the verification round.