

MODEL FILE 17 · V12 GRAND TOURING LINEAGE

FERRARI PUROSANGUE

F140IA V12 · FROM 2022 · FOUR SEATS · FOUR DOORS

THE FAMILY IN BRIEF

VARIANTS

Purosangue: the series model. Handling Speciale (from 2026): an optional performance configuration, not a new model and not a facelift: new active-suspension calibration, more immediate response, revised DCT strategies, stronger V12 acoustics, own wheels, carbon Scuderia shields, matte black tips, satin badges, interior plaque. Tailor Made and Atelier: individualisation, no mechanics. No confirmed independent special series exists.

ENGINE & DRIVETRAIN

6,496 cc 65° F140IA V12, 725 cv at 7,750 rpm, 716 Nm, 8,250 rpm maximum, 13.6:1, dry sump, 8-speed DCT, 4RM-S evo, independent four-wheel steering, Ferrari Active Suspension (Multimatic TASV), F1-Trac, ABS Evo, brake-by-wire, 49/51 distribution, about 2,033 kg dry in lightweight configuration. Tyres 255/35 R22 front, 315/30 R23 rear; CCM 398 × 38 and 380 × 34 mm (factory data).

WHY IT MATTERS

The engine is not the story: the F140IA shows no established failure pattern of any kind, and none is invented. The long-term technical risk lives in the system density: 4RM-S evo plus independent rear steering plus four 48-volt TASV actuators plus brake-by-wire, ABS Evo, 6w-CDS, electric welcome doors, tailgate, comfort seats, ADAS and a fully digital cockpit. And a first for this series: the Purosangue is actually driven: winter, rain, children, town: it will deliver real high-mileage Ferrari data faster than any other car of its generation.

INSPECTION ZONES · SYSTEM DENSITY

ACTIVE SUSPENSION

The central PPI risk zone and the most interesting system on the car: each corner is a mechatronic block: hydraulic damper, 48-volt motor, ball-screw drive, position and acceleration sensors, electronic control: actively generating force, far beyond MagneRide (the F80 later adopted the same architecture). Each corner separately: body, leaks, actuator, wiring, connectors, sensors, movement, noise, temperature: plus actuator currents, position plausibility, calibration and stored faults in diagnosis. Road test over several surfaces: one corner behaving visibly differently is HIGH pending diagnosis. A fault here is not "a new damper, €1,500": and equally, no TASV failure series is established: HIGH-COST SYSTEM / MONITOR, never a known issue.

48-VOLT SYSTEM

Its own data field, never mixed with the 12-volt battery: supply voltage, DC/DC-related faults, actuator communication, network faults. The active suspension lives on it.

4RM-S EVO & REAR STEER

Not the old FF PTU: the modern 4RM-S evo architecture inside SSC 8.0: and no Purosangue failure series comparable to FF/GTC4Lusso exists: FF PTU failure is NOT a Purosangue known issue. Test intensively anyway: front-drive engagement, torque distribution, clutch and actuator parameters, front driveline, CV joints, wheel-speed plausibility. Independent four-wheel steering: LH and RH tracked separately: actuators, sensors, zero calibration, geometry: after any accident or alignment, full four-wheel geometry plus rear-steer calibration. Systemic diagnosis discipline: a car that judders, pulls, warns or eats tyres can be 4RM, rear steer, alignment, DCT, tyre circumference or a chassis sensor: full scan before conclusions.

BRAKES

The evolved 296-generation brake-by-wire with ABS Evo using the chassis sensors. Mechanical: CCM (rear larger than an 812 at 380 mm), pads, calipers, fluid: on a two-tonne, 725 cv car in real daily use, wear and heat run higher than on collector 812s. Electronic: pedal and pressure sensors, ABS Evo, ESC, 6w-CDS, wheel speeds. Road: progressive and repeated stops, straight-line stability, consistent pedal.

V12 & DCT

Full cold-start protocol (temperatures, start speed, pressure, idle, misfires, injector and chain noise, smells), full warm-up, heat soak. The 8-speed DCT: cold and warm protocol, leak inspection on the lift: modern, and without any recognisable systemic failure series.

WELCOME DOORS

A completely new PPI category: electrically operated rear-hinged doors opening to 79 degrees. Each side: actuator, hinge, latch, pinch protection, seals, position sensors, manual override, smoothness: tested repeatedly: cold, level ground, slight slope where possible, and warm after the road test: hesitation, asymmetric speed, latch retries, unusual motor noise. The single rear hinge mixes cast aluminium and hot-formed steel: on accident or corrosion review, the hinge interface, fasteners, coating and geometry are their own item. No systemic door-motor failure series is established.

TAILGATE & ROOF

The electric tailgate (two actuators, about 73 degrees): open, close, kick and remote functions, struts, latch, pinch protection, seals. The standard carbon single-shell roof (about 20 per cent lighter than comparable aluminium): paint, impact, bonding, repairs. The optional panoramic roof: glass, edges, delamination, seals, water, noise. Individual owner reports of high-speed wind whistle (mirror and door-gap area, from roughly 230 km/h) exist: an owner field report worth testing on a German PPI, not a common defect.

CABIN & CONTROLS

The UX topic is real and precisely classified: capacitive haptic steering controls drew documented criticism (inconsistent response, eyes-off-road operation, awkward CarPlay without a central touchscreen): an OEM-ACKNOWLEDGED UX/ergonomics issue, not an electrical failure: Ferrari now offers a factory physical-button centre section for Purosangue, 296, SF90 and 12Cilindri, without replacing the whole wheel. Record the control type, retrofit invoice and coding: and keep the original haptic module with the car. The retractable rotary controller (deploy, rotation, touch, HVAC and seat menus), both displays, mirroring, Burmester (every speaker), cameras and the four comfort-seat modules (heating, ventilation, massage, bolsters, memory) are tested item by item: luxury electronics are a larger PPI area here than on any earlier Ferrari.

ELECTRICS & ADAS

Door motors, tailgate, seats, displays, ADAS, chassis control and the 48-volt system all hang on a healthy 12-volt supply: battery first, then the scan; stabilise before interpreting cascades. ADAS by market (ACC, AEB, lane, blind spot, cross traffic, signs): after any windscreen, bumper or suspension work, calibration records are demanded. Software baseline as a field: an updated early build can differ materially from delivery state.

UNDERBODY & USE

Many cars see winter, salt and poor roads: undertrays, jacking points, suspension, stone impacts, brake ducts, exhaust: it is not an off-roader despite the ride height, and Ferrari says as much. The daily-driver factor is the file's long-term watch list: door motors, tailgate, seats, bushings, bearings, steering joints, ADAS: too young for age data in 2026, and exactly what the high-mileage cars will teach us.

RECALLS · A YOUNG FILE

RC92 · FUSE BOX

NHTSA 25V479 / Ferrari RC92, verified September 2026: the fuse-box power supply could contact the passenger footrest: short circuit, brake warning, reduced braking ability: MY2023–25, 541 US cars, production July 2022 to February 2025 (production corrected February 2025; the case surfaced via China, July 2025). Remedy: a plastic spacer plus cable and protection checks: notification from September 2025; Japan documents the same measure. CRITICAL where the VIN applies: and instructively, a serious safety defect with essentially no failure population (no warranty claims, accidents or injuries at filing). No further large campaign exists: recall maturity LOW, VIN check at every PPI, file maintained with its date.

VARIANT-SPECIFIC · HANDLING SPECIALE

PACKAGE AUDIT

A configuration since April 2026, far too young for any weakness claims: verify via build sheet: HS suspension and DCT calibrations (software level), own wheels, carbon shields, exhaust finish, badges, interior plaque. Coded as HANDLING_SPECIALE true/false with calibration fields, never as a generation or facelift.

SERVICE · EARLY-CAR LOGIC

PDI OVER PLUGS

Seven-year Genuine Maintenance runs on most of the population: the useful PPI is delivery history, PDI records, warranty repairs, software campaigns, demo/press/event flags: and for this car explicitly the usage profile: a 45,000 km daily-driven example is a different (and increasingly common) asset from a 3,000 km garage queen. The market already offers 45,000–49,000 km cars: the first real high-mileage Ferrari data of this generation.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · SYSTEMS, NOT CYLINDERS

Buy the systems audit: active suspension per corner, 48-volt health, rear-steer calibration, door and tailgate mechatronics, ADAS records, software baseline. The V12 is the most proven part of the car.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: RC92 only. OEM-acknowledged UX issue: the haptic controls, with the factory button retrofit. Owner/low-confidence observations: high-speed wind noise on individual cars, scattered software complaints. High-consequence systems with NO failure pattern yet, and none to be claimed: TASV suspension, 48-volt, 4RM-S evo, rear steer, brake-by-wire, welcome doors, DCT, V12, roof, ADAS.

MARKET POSITION · TWO MARKETS, TWO READINGS

EUROPE

Our September 2026 dataset shows the launch premium clearly dissolving: German list opened around €379k before typically €100k+ of options; today the lower market has arrived in the low-to-mid €400s (documented offers at €427–435k, including an official dealer reducing a 2023 car from €459,885 to €434,885), while the median offer sits far higher (≈€540k; 2024 cars typically ≈€496k). The honest reading: the entry market is at €427–435k; good, strongly specified cars remain well above. Value drivers weigh differently here than on an 812: colour, Atelier, carbon, panoramic roof, lift, massage seats, Burmester, the button retrofit, VAT status, Ferrari Approved, remaining maintenance, Handling Speciale.

SCENARIOS & US

The €300–350k long-term floor is carried as a MARKET FORECAST/SCENARIO, not an expected residual: Bear €300–350k, Base €375–450k, strong-spec low-mileage above: timing decides. The US band follows the transaction dataset in this verification round.

725 cv

F140IA 6.5 V12 at 7,750 rpm: no established engine pattern of any kind

4 × 48V

TASV active corners: the deepest diagnosis of the PPI, and no failure series to claim

RC92

The one US campaign: fuse-box spacer, 541 cars: recall maturity LOW, VIN check always

Sources: Ferrari factory data for Purosangue and Handling Speciale (F140IA, 4RM-S evo, TASV/Multimatic active suspension, welcome doors, tailgate, roof construction); NHTSA campaign 25V479 verified September 2026 (Japanese documentation as sourced); factory physical-button retrofit per Ferrari statements and press documentation; UX and wind-noise observations from published tests and owner reports as sourced; European market figures from dated listings and portal medians as sourced (September 2026), scenarios marked as forecasts. Market bands follow the verification round.