

MODEL FILE 78 · BUGATTI · HYPERCAR · BASELINE FILE · HALO PROTOCOL

BUGATTI TOURBILLON

8.3 NA V16 HYBRID · 1,800 PS · 250 CARS · MOLSHEIM · 2026–

THE CAR IN BRIEF · A BASELINE FILE

POSITION

The Tourbillon replaces the Chiron COMPLETELY: 250 cars worldwide, built in Molsheim, first customer deliveries from Q4 2026, base price from roughly €3.8M before personalisation — and no Sport or Super Sport variants exist yet. It is expressly NOT a Chiron facelift: nearly every core component is new — 8.3-litre naturally aspirated V16, plug-in hybrid system, three electric motors, a new carbon-monocoque generation, a new electronics architecture, a new 8-speed DCT. A completely new Bugatti generation begins here. Fields: BUILD_NUMBER, MONITORING_REQUIRED.

THE BASELINE DOCTRINE & THE PARADIGM SHIFT

The dossier's frame, adopted: the Tourbillon is currently more a TECHNICAL ARCHITECTURE PROJECT than a used car — so the file stands on OEM facts, and wherever field data does not yet exist it carries the explicit register status MONITORING. Nothing is invented. And the marque's paradigm shift is recorded as the file's identity: the VEYRON's ownership was shaped by tyres and wheels — the CHIRON's by the specialised service ecosystem — the TOURBILLON's will most likely be shaped by HIGH-VOLTAGE technology: battery, software and hybrid integration. Those fields open NOW, before the first failure ever occurs.

POWERTRAIN

THE V16 · NO TURBOCHARGERS

Instead of the W16: an 8.3-litre NATURALLY ASPIRATED V16, Cosworth-developed, revving to around 9,000 rpm — ≈1,000 PS from combustion alone, ≈1,800 PS system output. Bugatti deliberately renounces turbochargers — which quietly deletes the classic turbo chapters from this file: no boost paths, no wastegates, no charge-air maze. Status: MONITORING — watched, not accused.

HYBRID & THE BATTERY

Three electric motors, a high-voltage battery STRUCTURALLY INTEGRATED into the monocoque, torque vectoring at the front axle, an electric drive mode, recuperation. The register opens the battery fields from day one: BATTERY_SOH, charge history, temperature management, cooling circuit, HV faults, cell balance, software level — because the Tourbillon will presumably be the FIRST BUGATTI on which the battery state matters roughly as much as the engine state. The P1/W1 lesson, applied to Molsheim.

E-MOTORS, DCT & CHASSIS

Three electric machines — no known problems: the future checks are bearings, inverters, isolation values, temperatures, recuperation behaviour, fault codes. The new 8-speed DCT must digest the V16, the hybrid integration, 1,800 PS of system output and very high torque peaks — no failure data exists. Chassis: adaptive dampers, an entirely new front axle, torque vectoring — nothing documented. All three rows: MONITORING.

STRUCTURE & SYSTEMS

CARBON & THE BATTERY
STRUCTURE

A new monocoque generation — and because the battery is structurally integrated, the FUTURE PPI themes are already visible: carbon structure, battery carrier, underbody, crash structure, high-voltage housing. CARBON_MONOCOQUE and BATTERY_STRUCTURE run as separate fields, and the composite doctrine of the marque applies unchanged: NDT on suspicion, never a paint gauge.

BRAKES, TYRES &
ELECTRONICS

Carbon-ceramics PLUS recuperation: the wear picture will differ clearly from the Chiron's — long-term experience is simply missing yet. Tyres: a bespoke Michelin set developed jointly for the Tourbillon — Bugatti published its own technical piece on the development in 2026 — with ageing, high-speed approvals and parts supply as the future watch points: MICHELIN_SPEC is a field. Electronics: a completely new software platform — OTA and workshop updates, control modules, hybrid control, fault memory, sensors: against the Chiron, SOFTWARE moves visibly toward the centre of this car's file.

THE INTERIOR · SLOWER
AGEING BY DESIGN

A deliberate counter-approach: instead of a permanently dominant central display, the Tourbillon carries a MECHANICAL instrument cluster in watchmaking construction and a deployable display — with the stated aim of ageing more slowly technologically. The PPI inherits it as its own small chapter: display mechanism, instrument mechanics, software, infotainment.

FACTORY ACTIONS & OWNERSHIP

THE RECORD

No documented recall actions — completely normal for a car only now reaching customers — and no reliable systemic weaknesses known: anything else would be speculation, and the file says so. FACTORY_CAMPAIGNS stands open as a field, and the register's Bugatti lesson carries over unchanged: when campaigns come, they will be VIN-precise — the VIN query beats every list.

OWNERSHIP & THE HV
SERVICE WORLD

Bugatti again plans comprehensive works care: contemporary reports speak of a FOUR-YEAR maintenance coverage for first customers — details become fully visible with the first deliveries. The infrastructure is real already: LA MANUFACTURE opened 2026 in Molsheim for the Tourbillon generation — pre-assembly, quality control, customer-car preparation — alongside the worldwide authorised partner network. NEW against every previous Bugatti: HV-CERTIFIED technicians, battery diagnosis, isolation measurement, inverter checks, e-motor service — which will initially make the circle of qualified workshops SMALLER, and HV_CERTIFIED_SERVICE is a field. One structural advantage: the first buyers are almost exclusively existing Bugatti customers and established collectors — so the service histories will be exceptionally well documented from day one. Future PPI priorities per the dossier: HV battery → software → carbon structure → hybrid cooling → V16 → DCT → e-motors → chassis. Halo protocol: no bands, and the baseline dossier recorded today is the file every future owner pays for.

250

Cars from Molsheim, deliveries from Q4 2026 — a baseline file on a fleet that barely exists yet

16

Cylinders, naturally aspirated, ≈9,000 rpm — and deliberately no turbochargers: whole chapters vanish

3

Ownership eras in one marque: tyres/wheels (Veyron) — ecosystem (Chiron) — high voltage (Tourbillon)

Sources: Bugatti factory data (Tourbillon: 250 cars, Molsheim, first deliveries Q4 2026, ≈€3.8M base; 8.3 NA Cosworth-developed V16 ≈1,000 PS/≈9,000 rpm, three e-motors, ≈1,800 PS system, structural HV battery, new monocoque generation, new 8-speed DCT, torque vectoring; mechanical instrument cluster with deployable display; bespoke Michelin development incl. Bugatti's own 2026 technical piece; La Manufacture inaugurated 2026); four-year first-customer care per contemporary reports — details pending first deliveries; no documented recalls and no known systemic weaknesses as of September 2026 — MONITORING status per register discipline, nothing invented. No bands per halo protocol — single files decide.