

FERRARI PUROSANGUE

23

The thoroughbred - the four-door V12 Ferrari said it would never build

725 CV

Naturally aspirated 6.5 V12
- no turbo, no hybrid; most
powerful in segment

4 doors, 4 seats

A Ferrari first - with
rear-hinged 'welcome' doors

2022 -

The 'FUV' Ferrari said it
would never build;
deliveries from 2023

The Thoroughbred

A two-tonne V12 that drives
like it should not be able
to

01 EXECUTIVE SUMMARY

The Ferrari Purosangue belongs to the category Ferrari long insisted it would never enter. It is the marque's first four-door, four-seat model - to most eyes an SUV, though Ferrari refuses the term and frames it as something of its own. Whatever it is called, it is unmistakably a thoroughbred: a 6.5-litre naturally aspirated V12, no turbo and no hybrid, in a transaxle chassis with a front Power Transfer Unit for four-wheel drive - and a suite of chassis technology, led by Ferrari's first application of Multimatic's active suspension in a production road car, that makes a two-tonne car corner in a way physics says it should not.

It is the most significant - and most debated - V12 Ferrari of the decade, and it closes the V12 thread of this series. The case for it is the engine and the dynamics; the reservations are the over-complicated cabin and the open question of how a heavily screen-led interior will age. This paper takes the technology seriously, answers directly whether its four-wheel-drive system is the same one that troubled the FF and GTC4Lusso, and treats it for what it is: a usable, everyday V12 meant to be driven, not stored.

Key Finding

The thoroughbred argument holds. A 725 CV naturally aspirated V12 - the most powerful naturally aspirated engine in its class, and the only V12 - and a Multimatic active suspension give the Purosangue genuine sports-car dynamics despite its size and weight. It cannot match a mid-engined 296 or SF90, but for a two-tonne four-seater it is extraordinary.

Drivetrain: the four-wheel drive derives from the same front-PTU architecture as the FF and GTC4Lusso, redesigned with improved cooling and lubrication and integrated into the 4RM-S system (with the 812 Competizione's rear-wheel steering). Early reports suggest fewer issues than the FF, but it remains unproven over time, given the car's age.

The reservations are the cabin, not the car: a haptic-heavy interface frequently criticised by reviewers and owners for needing multiple inputs for simple functions - a usability flaw, not a reliability one - plus an open screen-longevity question. These are daily drivers, not garage queens, and a V12 generally tolerates regular use better than long storage.

EVIDENCE BASIS [Ferrari] manufacturer data · [Measured] recorded transaction / auction result

02 THE CAR FERRARI SAID IT WOULD NEVER BUILD

Call it an SUV, an FUV, a unicorn - it is, above all, a Ferrari.

For years Ferrari insisted it would never enter the SUV category. The Purosangue is the result of that position being quietly set aside - and of Ferrari trying very hard to argue it has not broken faith. The company avoids the word SUV entirely, pointing to a layout unlike any crossover: a mid-front-mounted V12, a gearbox at the rear in a transaxle, and a 49:51 weight distribution that no engine-forward SUV can match. It is, in the marque's telling, a four-door sports car. To most observers it is still, plainly, an SUV - but it is a genuinely different one, and it would be lazy to file it alongside the rest.

It is the first four-door, four-seat car in Ferrari's history, and the name - Purosangue, Italian for thoroughbred - is the whole argument in a word. The details set it apart from every rival: rear-hinged 'welcome' doors that no competitor in the class offers, a naturally aspirated V12 where rivals use turbo V8s, and design and

engineering inherited from Ferrari's sports cars rather than from a luxury-SUV template. At launch it stood virtually alone among high-performance luxury SUVs in keeping a naturally aspirated V12 - no turbo, no hybrid - making it, in effect, one of the last new production cars of its type, a point collectors increasingly note. Production is deliberately capped - Ferrari's stated policy is no more than around 3,000 a year and never more than roughly a fifth of its output, though that is policy rather than a hard quota and actual volumes can vary - so it stays rare by design.

WHY IT IS NOT JUST ANOTHER SUV

The honest case rests on specifics, not slogans: a mid-front naturally aspirated V12 and transaxle layout (49:51 weight balance); the only V12, and the most powerful naturally aspirated engine, in the class; rear-hinged doors unique in the segment; a first-in-production active suspension; and dynamics drawn from Ferrari's mid-engined cars. It competes, on paper, with the Urus, Cullinan, DBX and Bentayga - and prices above them - but it is built to a different brief: a sports car you can put four people in, not a fast luxury SUV.

03 ENGINE AND POWERTRAIN

A naturally aspirated V12, defiantly, in the age of the turbo SUV.

The heart of the argument is the engine. The Purosangue uses a 6,496 cc naturally aspirated 65-degree V12 (F140 IA) - dry sump, high-pressure direct injection - the latest evolution of Ferrari's F140 V12, incorporating combustion and cylinder-head developments introduced during the 812 Competizione programme. It produces 725 CV (715 hp) at 7,750 rpm and 716 Nm at 6,250 rpm, with a redline at 8,250 rpm. There is no turbocharging and no hybrid assistance; in a class defined by turbo V8s, that alone sets it apart, and it makes the Purosangue the most powerful naturally aspirated car in its segment, and the only one with a V12. Crucially, 80 percent of peak torque arrives by 2,100 rpm, so it is tractable and civilised at low revs, then builds to the unmistakable V12 crescendo near the redline.

The V12 is mounted mid-front, driving an 8-speed oil-bath dual-clutch transaxle at the rear - the same modern gearbox family as the SF90 and 12Cilindri, here with a dry sump and a more compact, higher-capacity clutch. The layout is pure sports car, not SUV: gearbox at the back, engine behind the front axle, weight split almost evenly. That a naturally aspirated V12 of this character survives at all, in this kind of car and this decade, is part of what makes the Purosangue notable. Where the 12Cilindri marks the high-water mark of Ferrari's naturally aspirated V12 in a two-seat GT, the Purosangue puts the same uncompromised idea into a usable four-seater - and, on the engine alone, earns the thoroughbred name. [Ferrari]

Technical specification

Engine	6,496 cc naturally aspirated 65 deg V12 (F140 IA); 812 Competizione-era head and combustion developments
Power / torque	725 CV (715 hp) at 7,750 rpm / 716 Nm at 6,250 rpm; 8,250 rpm redline
Transmission	8-speed oil-bath dual-clutch (F1) transaxle, rear-mounted
Drive	Four-wheel drive via front Power Transfer Unit (4RM-S); rear-biased
0-100 / 0-200 km/h	3.3 s / 10.6 s; top speed 310+ km/h (193 mph)
Weight / balance	2,033 kg dry (DIN, Ferrari); kerb varies by spec, ~2,130-2,200 kg; 49:51

Technical specification

Body	First four-door, four-seat Ferrari; carbon-fibre roof; rear-hinged doors; 473 l boot
Years	Revealed Sept 2022; deliveries from 2023; production capped (~3,000/year)

Sources: Ferrari press and technical documentation; Top Gear, Autocar and the road-test record. Some figures (kerb weight) are approximate; Ferrari quotes dry weight.

04 THE FOUR-WHEEL-DRIVE SYSTEM AND THE PTU

Is it the same PTU that troubled the FF and Lusso? The same architecture - redesigned, but unproven.

Because this question matters to anyone who has read the FF and GTC4Lusso papers, it deserves a direct answer. The Purosangue's four-wheel drive derives from the same front-mounted PTU architecture first introduced on the FF: a Power Transfer Unit (PTU) coupled to the front of the engine, driving the front wheels in the lower gears and leaving the car rear-driven above them, so it behaves as a rear-wheel-drive car with a front-axle helper rather than a true off-roader. Ferrari's own material and independent testing both describe it as strongly rear-biased. It is the FF and Lusso concept evolved, not a clean-sheet replacement - but it is also not literally the same unit.

WHAT IS NEW, AND WHAT IS NOT

What carries over: the front-PTU layout and its in-principle weak point (a hydraulically actuated unit ahead of the engine). What is new: the unit has been redesigned with improved cooling, lubrication and integration into the 4RM-S system - now with the rear-wheel steering inherited from the 812 Competizione, paired with the 8-speed gearbox, and given its own dedicated cooling circuit and radiator that the FF and early Lusso lacked. These are exactly the sort of changes that can improve durability, though that is not the same as proving it.

The honest position on reliability is that there is not yet enough field history to judge. The Purosangue is a 2023-on car; the PTU failures that defined FF ownership took years and miles to emerge. Early reports, as of 2026, point to fewer PTU issues than the FF - consistent with the redesign and added cooling - but the sample is young. So this paper will not claim the Purosangue's PTU is proven more reliable, nor that it will fail; the redesign and integration are real, but long-term durability remains unproven. The sober reading: same architectural family, redesigned and better supported, but untested over time. Treat the PTU as the system to watch on this car too, and let a service record build. [Ferrari]

05 ACTIVE SUSPENSION AND THE TECHNOLOGY

The system that lets a two-tonne car defy its own weight.

If the engine is the soul, the chassis technology is the trick. The Purosangue's headline system is Ferrari Active Suspension Technology - Ferrari being the first manufacturer to apply Multimatic's TrueActive Spool Valve (TASV) dampers in a production road car. Each corner has its own electric motor, fed by a 48-volt system, that drives force directly into the damper via a small gearbox, with two independent spool valves (one for compression, one for rebound) and its own control module. The system can actively push and pull each wheel, controlling roll, pitch and dive without conventional anti-roll bars - which is how a car of this height and mass corners flat and feels connected rather than ponderous. It is the single biggest reason the

Purosangue overcomes its own physics. One caveat for owners: the TASV system is new and expensive hardware with no field issues reported yet, but its long-term durability is, like the rest of the car, unproven.

Around that sits one of the longest technology lists Ferrari has fitted to a road car, and it is worth itemising rather than glossing:

The technology, itemised

Active suspension	Multimatic TASV true-active dampers; 48V; motor per wheel; no anti-roll bars
4RM-S four-wheel drive	Front PTU plus integrated rear-wheel steering (from the 812 Competizione)
Rear-wheel steering	Sharpens turn-in and low-speed agility on a long-wheelbase car
ABS 'evo'	Brake-by-wire-era ABS, further developed here for low-grip surfaces
Side Slip Control	Latest SSC estimating grip and slip, coordinating the dynamic systems
e-Diff / F1-Trac	Electronic differential and traction control for torque vectoring
EPS	Electric power steering, tuned less hyperactive than other Ferraris for long-haul calm
Carbon-fibre roof	Lowers the centre of gravity on a tall body; aluminium tailgate

Taken together, these are not gadgets but the means by which the Purosangue delivers sports-car responses from an SUV-sized footprint. The active suspension in particular is the standout, and likely to define how this car is remembered technically.

06 DESIGN AND THE DOORS

Look closer: the detached arches, the missing grille, the doors no rival offers.

The Purosangue rewards a closer look, and it would be unfair to dismiss it as generic. There is no conventional front grille - a suspended dihedral element takes its place, with cameras and sensors integrated into a disc form - and the wheel arches are visually detached from the bodywork, a deliberate, distinctive design clue that breaks up the mass. Carbon-fibre roof, aluminium tailgate, and the largest boot Ferrari has ever fitted complete a body that is practical without looking like anything else in the class.

The signature feature is the doors. The rear doors are rear-hinged 'welcome' doors that open electrically at the press of a button - to 63 degrees at the front and 79 at the rear - a configuration no rival in the segment offers. Unlike some suicide-door designs, Ferrari kept a full B-pillar for rigidity rather than deleting it. It is a genuine four-seater with four individual seats, not a token rear bench. The design will always divide enthusiasts - that debate is permanent - but in person it is a more considered, more cohesive shape than photographs suggest, and to this author a beautiful one.

07 THE CABIN AND THE SCREEN QUESTION

The one real criticism, and it comes from the reviews: an interface that needs too many inputs. If there is a clear weakness, it is the cabin - not its materials or ambience, which are superb, but its interface. The Purosangue inherits Ferrari's fully digital, haptic-heavy control philosophy, with a dual-cockpit layout (extended, unusually, to a second cockpit in the rear) and multiple large screens. The intent was something clever and modern; the result is frequently criticised by reviewers and owners for requiring multiple inputs to perform simple functions - adjusting basic things becomes a task. This is a usability flaw, not a reliability one, but it is real, and the rare part of the car that detracts from rather than adds to the experience. As on other recent Ferraris, software updates over time may revise some of this behaviour, which is itself worth checking on a used car.

There is also a longer question: a heavily screen-led interior of this kind has no track record for how it looks and functions in twenty, thirty or forty years, and whether these cars will age into long-term keepers the way older Ferraris have is genuinely uncertain. That uncertainty is softened by how these cars are actually used. The Purosangue is bought to be driven - a daily, usable Ferrari, not a garage queen put away for appreciation. Most owners, even at a price that climbs well past half a million with options, will use it. That is no bad thing: a V12, properly maintained, generally tolerates regular use better than prolonged storage.

08 OWNERSHIP AND MARKET

New, rare and used hard - too young to call as anything but a car to drive.

Pricing starts around EUR 390K, but the Purosangue is an options car: most leave Maranello specified well into the EUR 500-700K range, above the Urus and the Cullinan. Demand has far outstripped the capped supply - order books were paused, waits stretched to around three years - so early used examples often traded at or above list. By 2025-2026 those premiums had narrowed as deliveries caught up, but high-specification cars have continued to hold above list across the European and US markets.

On ownership, the car is too new for a meaningful fault history, and it would be dishonest to invent one. The watch-item, on the evidence of the lineage, is the PTU and four-wheel-drive system covered above - redesigned and better cooled, but the same architectural family and unproven over time - alongside the usual modern-Ferrari electronic and screen dependence and ongoing software updates. Budget too for the running costs of a fast, heavy V12: large-diameter (22- and 23-inch) tyres that are expensive and wear quickly, carbon-ceramic brakes that are costly to replace, and the new TASV active-suspension hardware. Before buying, a Ferrari-dealer or recognised-specialist pre-purchase inspection and a proper test drive - paying attention to the four-wheel-drive and active-suspension behaviour - are essential. Routine servicing is covered for the first years by Ferrari's maintenance programme. As a financial proposition it is too early to call, and it should not be bought as one: this is a car to use. Whether Purosangues become long-term survivors or simply well-used modern Ferraris is a question only time will answer.

Market reference points			
New list (base)	2026	~EUR 390K	Before options
As typically specified	2026	~EUR 500-700K	Options climb steeply
Early used	now	at / above list	High-spec cars still above list
Investment read	-	too early to call	A car to use, not to store

Methodology and a note on supply

Pricing reflects Ferrari list and observed market levels; specified prices vary enormously with options. Production is capped by Ferrari at roughly 3,000 cars a year and no more than about a fifth of total output. Ferrari's publicly stated production policy may provide structural support for residual values, but it is policy rather than a hard quota or a guarantee, and actual volumes can vary. Figures are reported as quoted and not normalised across currencies.

09 SYNTHESIS

The SUV that is not one, the V12 that defies physics - and the close of the V12 thread.

The Purosangue belongs to the category Ferrari long insisted it would never enter, and it answered the obvious scepticism in the only way that could work: by making it a genuine thoroughbred. The naturally aspirated V12, the transaxle layout and a first-in-production active suspension give it sports-car dynamics that no two-tonne four-seater has any right to, and the details - the doors, the detached arches, the rarity - keep it unmistakably Ferrari rather than a badge on a luxury SUV. On engine and chassis, the thoroughbred claim is earned.

Its flaws are real but contained: an interface frequently criticised for needing too many inputs, and the unanswered long-term questions of screen-led ageing and a redesigned-but-unproven PTU. None of that changes what the car is for. Buy it to use - to cover distance with four aboard and a V12 ahead - not to store for appreciation, and budget for the four-wheel-drive system as the one mechanical unknown. With the Purosangue, this series closes its V12 thread: from the F12's hinge to the thoroughbred that proved a V12 Ferrari could be almost anything and still be a Ferrari.

BOTTOM LINE

The most significant and most debated V12 Ferrari of the decade - the SUV that drives like it is not one. Extraordinary engine and chassis; an interface widely criticised for needing too many inputs, and unanswered longevity questions; a four-wheel-drive system derived from the FF/Lusso PTU, redesigned and better cooled, but unproven. Buy it to use, on specification and history, and treat it as the usable everyday V12 it was built to be - not yet an investment, and the better for being driven.

SOURCES

Ferrari press and technical documentation (Purosangue; F140 IA engine; 4RM-S; active suspension). Specifications and dynamic assessments corroborated against Top Gear, Autocar and the road-test record, and against Ferrari's own technical descriptions of the PTU, 4RM-S and Multimatic TASV active suspension. Pricing and supply from Ferrari and market data. All figures from public sources; some weights are approximate, and Ferrari quotes dry weight only.

Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author owns and regularly drives a Ferrari 488 GTB, owns a Ferrari GTC4Lusso T and has previously owned a Ferrari FF, and writes from inside the enthusiast and collector market rather than at arm's length from it. This paper is research and commentary, not investment advice; collector-car values are volatile and illiquid, and any purchase decision is the reader's own.