

BUGATTI CHIRON

62

*The last W16, 2016-2024 - evolution instead of revolution,
and the family where the factory relationship became the asset*

500

Cars, 2016-2024 - the complete Chiron programme, closed by 'L'Ultime' in 2024; every chassis documented by the factory from first to last

1,500/1,600 PS

The final evolution of the 8.0-litre quad-turbo W16 - 1,600 Nm from 2,000 rpm, seven-speed dual-clutch, permanent AWD

490.484 km/h

Andy Wallace, Ehra-Lessien, 2 August 2019 - the run that ended the production top-speed war; customer 300+ cars limited to 440

€2.6-6.0M+

The 2026 market span, Chiron to Super Sport 300+ - the cleanest collector segmentation in this library, variant by variant

01 EXECUTIVE SUMMARY

The Chiron is the Veyron's argument, refined and closed: the same 8.0-litre quad-turbocharged W16, the same permanent all-wheel drive, the same seven-speed dual-clutch architecture and hydraulic aerodynamics - with nearly every system made stronger, more refined, easier to manage and more reliable. Power rose to 1,500 PS and 1,600 Nm in the standard car and 1,600 PS in the Super Sport; the 500-car programme ran from 2016 to 2024 and closed with 'L'Ultime', the 500th and final W16 Chiron. Five principal expressions structure the family: Chiron, Chiron Sport, the 60-car Pur Sport, the Super Sport, and the 30-car Super Sport 300+ - the derivative of the 490.484 km/h record that ended the production top-speed war on 2 August 2019.

Two things distinguish this paper from its Veyron predecessor. First, honesty about the record: the Chiron has almost no mythology - no famous horror stories, no defining weakness, no folklore to correct - and this paper says exactly that rather than inventing drama. Second, the custody model matured: what Paper 61 called factory custody has become factory partnership - Sur Mesure commissioning, direct factory contacts, annual communication, factory events - and on this family the relationship itself has become an asset with a market value. The buying line evolves accordingly: buy the relationship with the car, because the market already does.

Key Finding

Almost no mythology - and that is the finding. Eight years of production, 500 cars, and no defining failure narrative: the risks are the Veyron's systems file made milder - cooling, hydraulics, electronics, tyres, batteries - on a car engineered by a factory that had already learned every lesson once. Ownership is more predictable than on the Veyron, at broadly similar standing costs.

The segmentation is the cleanest in this library. Chiron, Sport, Pur Sport, Super Sport and 300+ occupy five distinct collector positions with public 2025-2026 anchors for each - from ~US\$3.0M (Sport) through ~US\$3.85-3.97M (Pur Sport) and ~US\$4.0-5.1M (Super Sport) to US\$5.725M (300+, October 2025). Specification and factory documentation move cars between bands more than mileage.

The Pur Sport is mechanically more different than the market assumes - 80 percent of the transmission revised for 15 percent closer ratios, springs 65/33 percent stiffer, 50 kg lighter, magnesium wheels, Cup 2R tyres, lower speed limit. It is the family's chassis car, and its tyre and track file is a distinct buying question.

02 THE LAST W16

Not a technical chapter - a historical one.

Twenty-five years from now, what the market will remember about the Chiron is probably not the horsepower and not even the top speed. It is simpler: this was the final Bugatti powered by the quad-turbocharged W16 - the engine that defined the marque's modern era from the Veyron's launch in 2005 to the last Chiron of 2024, and that no emissions regime, no electrified successor and no rival ever replicated. The Tourbillon that follows is a naturally aspirated V16 hybrid: a new chapter, deliberately different. The Chiron therefore closes a book, and closed books are what collectors ultimately collect. The Super Sport 300+ supplies the family's second historical marker: 490.484 km/h at Ehra-Lessien ended the production top-speed war not by winning an argument but by exhausting it.

Bugatti announced its withdrawal from record attempts the same year, and no production manufacturer has seriously re-opened the contest since. A 300+ is not bought to drive at 490 km/h; it is bought because the number is history, and thirty cars carry it.

03 EVOLUTION, NOT REVOLUTION

The Veyron's architecture, matured - what stayed, and what every system gained.

The W16 remained, enlarged in effect by two-stage turbocharging that runs two turbochargers at low revs and all four beyond ~3,800 rpm - torque of 1,600 Nm arrives at 2,000 rpm and holds to 6,000. The all-wheel drive remained. The seven-speed dual-clutch remained. The hydraulic aerodynamics and adaptive chassis remained, with the air brake and multiple drive modes managed by an electronic architecture a generation newer than the Veyron's. What changed is amplitude and manners: a stiffer carbon monocoque, more cooling margin, more docile heat management, better diagnostics, and a service experience the factory had spent a decade learning to deliver. For a buyer the consequence is practical: the Chiron carries the Veyron's systems file with milder risk gradients - the same inspections apply, and they fail less often.

BUGATTI CHIRON FAMILY - SPECIFICATION

Engine	7,993 cc W16, four turbochargers in two stages · Chiron/Sport/Pur Sport: 1,500 PS, 1,600 Nm from 2,000 rpm · Super Sport/300+: 1,600 PS · the final W16 programme
Drivetrain	7-speed dual-clutch · permanent AWD with torque vectoring (from Sport) · hydraulic active aerodynamics and air brake · adaptive chassis, multiple drive modes · Top Speed mode by dedicated Speed Key
Performance	0-100 ~2.4 s · Chiron limited to 420 km/h · Super Sport 440 · Pur Sport 350, geared for response · 490.484 km/h record, pre-production 300+, Ehra-Lessien 2019
Production	500 cars, 2016-2024, all variants inclusive - 60 Pur Sport, 30 Super Sport 300+ among them; closed by 'L'Ultime', the 500th car, in 2024 · base price from €2.4M, 300+ from €3.5M
Factory partnership	Bugatti factory servicing and restoration · Sur Mesure commissioning (from 2021) · La Maison Pur Sang certification · archive research · factory events and standing owner contact
Coachbuilt relatives	Divo, Centodieci, La Voiture Noire, Profilée - Chiron-derived, separately documented in the Coachbuilt W16 paper of this series

(Production and variant figures are Bugatti's own; the 500-car total spans the whole programme, and per-variant splits beyond the fixed Pur Sport and 300+ allocations were shaped by commissioning rather than announced as quotas.)

04 FIVE EXPRESSIONS OF THE LAST W16

A hyper-GT, a sharpened GT, a chassis car, a velocity car - and a monument of thirty.

Chiron - the reference hyper-GT: 1,500 PS, 420 km/h limited, the most usable and the entry to the family. Chiron Sport (2018) - 18 kg lighter, stiffer suspension, torque vectoring, carbon detailing; same drivetrain, sharper manners.

Pur Sport (2020, 60 cars) - the chassis car, and mechanically more different than many realise: 80 percent of the transmission revised for 15 percent closer ratios, springs 65 percent stiffer front and 33 rear, 50 kg saved, magnesium wheels, Michelin Cup 2R tyres, aerodynamics fixed for downforce and the limiter set at 350 km/h. Super Sport - the velocity car: 1,600 PS, the longtail body, 440 km/h limited. Super Sport 300+ (30 cars) - the record's monument in customer form, 1,600 PS, delivered with the run's livery and limited to 440. The governing distinction carries over from Bugatti's own framing: the standard car is the hyper-GT, the Pur Sport is the chassis car, the Super Sport is the velocity car - and the 300+ is the history car.

COLLECTOR SPECIFICATIONS - THE EDITIONS

The 110 Ans, Les Légendes du Ciel, Édition Noire, L'Ébé and other factory editions are specifications, not separate models: they move rarity, provenance and price, never the mechanics. Verified against factory records like any chassis, priced per car above the standard frameworks.

The coachbuilt cars - Divo, Centodieci, La Voiture Noire, Profilée (whose €9.79M auction result in 2023 set the record for a new car sold at auction) - are Chiron-derived but separately bodied and separately collected: they receive their own paper in this series and are deliberately not priced here.

05 FACTORY PARTNERSHIP

One step beyond custody: on the Chiron, the relationship itself is an asset.

Paper 61 introduced the Factory Rule: the Veyron is preserved through a relationship with Bugatti. The Chiron moves one step further, because most of these cars have never known anything else. Owners hold direct factory contacts; many cars were bespoke-commissioned through Sur Mesure from 2021; annual factory communication, invitations and events are part of the ownership experience; and La Maison Pur Sang now extends certification and archive research across the modern era. This is concierge ownership - and it produces a paper trail unlike anything earlier in this library: a Chiron with unbroken factory servicing, a Sur Mesure file and a commissioning history is documented from birth in a way no Veyron, let alone an EB110, can retrofit. The market consequence follows: single-owner, factory-commissioned, factory-serviced cars with visible carbon, paint-to-sample and complete documentation out-earn low-mileage cars without the file. Specification and relationship move value more than the odometer does.

THE PARTNERSHIP RULE

On the Chiron, buy the relationship with the car: the factory file, the Sur Mesure record, the commissioning history, the standing Bugatti contact. A car that has never left the factory's sight is the family's strongest asset class - and a car that has drifted out of the network must be priced for its re-entry, because certification and re-documentation are services with invoices.

The file is still the car's second VIN - on this family it often reaches back to the configurator.

06 THE SYSTEMS FILE

The Veyron's checklist, made milder - and stated without invented drama.

Let the honesty stand first: eight years and 500 cars have produced no defining weakness, no famous failure story and no folklore requiring correction. The inspections that follow are the Veyron's, applied to a car that fails them less often. Cooling - the W16's thermal load remains enormous and the radiator count remains the car's plumbing signature: condition, corrosion, fans, pumps, temperature stability on a genuine drive. Hydraulics - wing, air brake, ride height: cycle everything, verify pressure retention and deployment speed, read the warning history. The gearbox - the same Ricardo-built dual-clutch lineage, strengthened for 1,600 Nm: shift quality, calibration, software level, leaks. The Speed Key - as on the Veyron, Top Speed mode engages only through the dedicated key and a sequence of electronic and hydraulic self-checks; a car that cannot complete the sequence requires investigation before any high-speed use, and the sequence remains the buyer's best free diagnostic. Brakes - carbon-ceramics, monumental calipers and the air brake: carbon wear, hydraulic function, deployment. Electronics and battery - a newer network than the Veyron's but the same custody rule: diagnosis through Bugatti, fault memory part of the file, and low system voltage read as the first suspect behind any wall of warnings on a stored car. Carbon structure - splitter, diffuser, underbody, arches: composite repairs documented or priced as unknowns.

07 TYRES, AGAIN

Two compounds, two intended lives - and the track question asked directly.

The Chiron family runs bespoke Michelin programmes with two distinct characters. The standard cars wear Pilot Sport Cup 2 developed for the platform's speed and mass; the Pur Sport wears the Cup 2R - a softer, track-oriented compound with different wear behaviour and a shorter useful life, fitted to a car whose entire specification invites circuit use. The buyer's questions are therefore direct: Is the car on its original tyres, and what do the dates say? Has it been tracked - and if so, where is the ledger? On a Pur Sport, tyre state is a proxy for the car's whole usage history, and a fresh set of 2Rs on a 'never tracked' car is a question, not an answer. Time-based replacement carries over from the Veyron doctrine: age before tread, approved fitting, wheel condition documented at every change - magnesium wheels on the Pur Sport inspected accordingly and never generically refurbished.

THE STORAGE LEDGER

The Chiron tolerates stillness better than the Veyron but rewards it no more: battery conditioning (voltage faults mimic failures here too), tyre dates and pressures, fluids, operating cycles to full temperature, hydraulic and spoiler exercise - the ledger carries over unchanged, and a static car without one is priced for recommissioning through the factory.

Track use is not a defect - an honestly documented circuit history with post-event inspections reads better than an undocumented garage decade. The ledger decides, not the fact.

08 MARKET AND MONEY

The cleanest segmentation in the library - five positions, publicly anchored.

The Chiron market of 2025-2026 is unusually legible: each variant occupies a distinct collector position with public anchors. Sports traded at ~US\$3.02M and ~US\$3.19M (May 2026, September 2025); Pur Sports at ~US\$3.85M and ~US\$3.97M (January 2026, August 2025); Super Sports between ~US\$4.0M and ~US\$5.07M across five 2025-2026 results; and a Super Sport 300+ brought US\$5.725M in October 2025. The aggregate public average sits near US\$4.0M. Value drivers rank differently than anywhere earlier in this library: Sur Mesure specification, factory commissioning history, single ownership, paint-to-sample and visible carbon, unbroken factory servicing and documentation - all typically move price more than mileage. The risks are familiar and mild: tyre and track files on Pur Sports, battery and storage discipline, specification claims unverified against the archive, and the permanent caution that thin variants price per chassis, not per model.

BUGATTI CHIRON - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

Chiron / Chiron Sport	€2.6-3.2 million - the family's entry; Sports at ~US\$3.0-3.2M in 2025-2026 public results; specification and file separate the band's ends
Pur Sport	€3.4-4.0 million - 60 cars, the chassis car; ~US\$3.85-3.97M public anchors; tyre and track ledger decisive
Super Sport	€3.6-4.6 million - the velocity car; five public results ~US\$4.0-5.1M, October 2025-May 2026
Super Sport 300+	€5.0-6.0 million+ - 30 cars carrying the record; US\$5.725M (October 2025) is the public anchor; priced per chassis
Editions and exceptional specification	Above all bands per car - Sur Mesure, 110 Ans, Les Légendes du Ciel and singular commissions; the coachbuilt cars sit in their own paper

(Broad frameworks, not transaction values - the 300+ and edition records are thin, asking prices sit above public results, and specification plus factory documentation move cars between bands more than mileage does.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Annual service	€20,000-35,000 - broadly the Veyron's band; factory or Bugatti-approved facility, the calendar governing
Major service	€40,000-70,000 by scope - scheduled, not discovered
Tyres	€30,000-40,000 per set on a time basis - Cup 2 standard cars; Cup 2R on the Pur Sport wears faster and is priced per use, not per year
Battery replacement / conditioning	High four to low five figures by scope - voltage faults mimic failures; conditioning is custody
Hydraulic work	High five figures by scope - wing, air brake, ride height on one network
Cooling and turbo work	High five figures by scope - the W16's thermal signature carries over
Gearbox	Potentially six figures - strengthened for 1,600 Nm, overhaul specialist-only
Engine removal events	Six-figure territory by scope
Custody	Enclosed transport recurring · agreed-value insurance individually underwritten · conditioned storage assumed

(Planning categories, not quotations - the standing costs mirror the Veyron's while the event risk runs milder, which makes the Chiron the more predictable ownership model. Five-year reserve: light collector use €100,000-150,000 · regular use €150,000-250,000 · major events above every band.)

09 THE BUYING PROTOCOL

Three passes, renamed for this family: identity, mechanical state, factory relationship.

The Identity Pass. VIN and specification against the factory archive; edition status and Sur Mesure documentation verified; the commissioning history where the car was ordered new; ownership chain; La Maison Pur Sang documentation where it exists. Chiron identity questions all have factory answers - accept no other kind. The Mechanical State Pass. Cooling under genuine load; the hydraulic network cycled with pressure retention measured; the Speed Key sequence completed; gearbox calibration and software level; brakes by carbon wear and air-brake deployment; a full electronics interrogation through Bugatti-level diagnosis; tyre dates and compound - and on a Pur Sport, the track question asked directly, with the ledger read rather than the assurance accepted.

The Factory Relationship Pass. The asset this family added: is the car known to Bugatti today, which facility services it, does the file run unbroken from commissioning, has certification been considered, and does the relationship transfer with the sale? A Chiron inside the network is the strongest asset class in this library's modern era; a Chiron outside it is priced for re-entry.

WALK AWAY - THE NON-NEGOTIABLES

Specification or edition claims the archive cannot confirm · a broken factory-service chain without explanation or re-entry pricing · Speed Key sequence failures · hydraulic faults without a repair path · undocumented composite repairs · a Pur Sport with fresh tyres, no ledger and a 'never tracked' assurance · ledger-less static storage · resistance to Bugatti-level diagnosis. Every one of these is checkable against a living archive - unchecked means chosen.

10 OWNERSHIP ECONOMICS AND SCENARIOS

The Veyron's standing costs with milder event risk - the predictable hypercar.

The scenarios model a well-bought Chiron Sport at around €3.0 million with an unbroken factory file, current tyres and a live Bugatti relationship, driven 1,500-3,000 km per year with annual factory-level service. The economics are the Veyron's in structure and gentler in variance: the same calendar discipline - tyres, fluids, hydraulic exercise, battery conditioning - with fewer surprises at the events end, which is precisely what a decade of factory learning bought. The Pur Sport adds the track dimension to the ledger; the Super Sport and 300+ add entry price and thin-market pricing, not different custody. Across the family the five-year reserve plans at €100,000-150,000 for light collector use and €150,000-250,000 for regular use - the first family in this library where the honest range narrows rather than widens.

OWNERSHIP SCENARIOS - WELL-BOUGHT CHIRON SPORT (PLANNING BANDS)

Year 1	€30,000-60,000: factory-level entry inspection, annual service, tyre set if dates or compound require it, storage and insurance established, the relationship transferred
Years 1-3	€65,000-130,000 cumulative: annual services, one tyre cycle, software and hydraulic attention, battery conditioning regime
Years 1-5	€100,000-150,000 light collector use · €150,000-250,000 regular use · major hydraulic, cooling, gearbox or engine-out events above every band

(Assumption-based planning bands excluding storage-facility and insurance premiums; factory restoration, certification and re-entry projects are priced per car, outside every band.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No defining weakness in eight years and 500 cars - the Veyron's systems file made milder; accessories and storage discipline remain the honest risks
Maintenance costs	□□□□	Veyron-level standing costs - €20,000-35,000 ordinary years, calendar tyres, six-figure event territory - with visibly lower event frequency
Parts availability	□□□□	A complete, current factory ecosystem - parts, tooling, Sur Mesure, certification, standing owner contact; the channel is the network itself
Investment potential	□□□□	The last W16, 500 documented cars, the cleanest variant segmentation in the library and a closed book behind it - specification-led, file-verified cars lead

MARQUE BUYING SCORE - BUGATTI CHIRON

Category	Collector example (300+/PS)	Driver example (Chiron/Sport)	Static stored car
Reliability	9 / 10	9 / 10	6 / 10
Driving experience	9.5 / 10	9.5 / 10	9.5 / 10
Ownership cost	2 / 10	2 / 10	1.5 / 10
Parts availability	7 / 10	7 / 10	7 / 10
Long-term collectability	10 / 10	9 / 10	8.5 / 10
Investment potential	9.5 / 10	8.5 / 10	7.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The static column prices ledger-less storage and network exit - the Chiron's two genuinely avoidable value risks.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Bugatti factory documentation (500 cars 2016-2024 closed by 'L'Ultime'; 1,500/1,600 PS and 1,600 Nm; the 60-car Pur Sport with its revised transmission, stiffened springs, magnesium wheels and Cup 2R programme; the 30-car Super Sport 300+; the 490.484 km/h record of 2 August 2019 by Andy Wallace at Ehra-Lessien; Sur Mesure from 2021; La Maison Pur Sang's modern-era certification); public transaction results 2025-2026 as itemised in the sources; and the documented public record of the separate Chiron Pur Sport rebuild case of 2026 for Section 11. Maintenance bands are planning frameworks assembled from the Veyron baseline and stated programmes, not quotations. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

11 THE RIGHT TO A REPLY, REVISITED

On the Chiron, the factory answered - and that is worth recording too.

This series carries the repair question through every Bugatti paper, and on the Chiron the public record runs in the factory's favour. When a British YouTuber's crashed Chiron Pur Sport rebuild reached public attention in January 2026, Bugatti's chief executive engaged directly and in public: he explained the factory-only position - such cars are too complex for independent repair, parts supplied outside the network are unsafe in the factory's view - corrected circulating price claims, and made a factory-repair offer. One can dispute the doctrine; 'The Locked Hypercar' does, at length. But the door visibly opened: a stated position, engagement, an offer. Set against the Veyron case documented in 'The Bugatti Case' - where, per the owner's published account, no substantive response ever came - the contrast is the lesson. The factory partnership this paper describes is real, and it is also the whole custody model: a family this integrated with its maker depends on the maker answering. In January 2026, for this family, it did - and the standing question of this series is simply whether that becomes policy or remains an episode.

12 SYNTHESIS

The Chiron closes the W16 book with the calmest ownership case in this library's hypercar era: no mythology, mild risk gradients, a living factory partnership and the cleanest market segmentation yet documented. Buy the Chiron or Sport as the usable reference. Buy the Pur Sport as the chassis car - with the tyre and track ledger read before the price. Buy the Super Sport as the velocity car, and the 300+ as the history car, both priced per chassis in thin markets. Across all five: the factory relationship first, the specification second, the systems file third, the odometer last - and remember what the family will mean in twenty-five years: the last Bugatti with the legendary quad-turbocharged W16.

WHO SHOULD BUY THIS CAR

The collector who wants the final chapter of the W16 era with the factory still on the other end of the line - and who values a car documented from configurator to today.

The driver-collector who wants hypercar amplitude with the most predictable custody model in this library: the Veyron's experience, refined into fewer surprises.

Not: the buyer who treats the factory network as optional; the Pur Sport buyer unwilling to ask the track question; or anyone pricing a 30-car variant from a 500-car headline.

BOTTOM LINE

One programme, five expressions, 500 cars, 2016-2024: 1,500 to 1,600 PS, the Veyron's architecture matured, no defining weakness in eight years, and a factory partnership that has become part of the asset itself. €2.6-3.2M for Chirons and Sports, €3.4-4.0M for Pur Sports, €3.6-4.6M for Super Sports, €5.0-6.0M+ for the 300+ - plus Veyron-level custody with milder event risk. The last W16: a closed book, factory-documented chassis by chassis - buy the relationship, the specification and the file before the odometer.

ONE-SENTENCE VERDICT

The Chiron is the last W16 and the most predictable hypercar in this library - buy the factory relationship, the Sur Mesure file and the tyre ledger before you buy the odometer.

SOURCES

Bugatti factory and Newsroom documentation: 500 Chiron-family cars, 2016-2024, closed by 'L'Ultime' (2024); 7,993 cc quad-turbocharged W16 with two-stage turbocharging, 1,500 PS/1,600 Nm and 1,600 PS in Super Sport forms; the seven-speed dual-clutch; 420/440/350 km/h variant limits; the Pur Sport's 60-car allocation, transmission revision (~80 percent of components, ~15 percent closer ratios), 65/33 percent stiffer springs, ~50 kg weight saving, magnesium wheels and Michelin Cup 2R programme; the 30-car Super Sport 300+ and the 490.484 km/h record, Andy Wallace, Ehra-Lessien, 2 August 2019, with customer cars limited to 440 km/h; Sur Mesure (from 2021); La Maison Pur Sang certification and archive research; original pricing from €2.4M (Chiron) to €3.5M+ (300+). Public market results, 2025-2026: Chiron Sport ~US\$3.19M (September 2025) and ~US\$3.02M (Bonhams Miami, May 2026); Pur Sport ~US\$3.97M (Bonhams Carmel, August 2025) and ~US\$3.85M (Mecum Kissimmee, January 2026); Super Sport results ~US\$4.0M-5.07M including Bonhams Scottsdale (January 2026), Bonhams Miami (May 2026), RM Sotheby's Zurich (October 2025) and private-platform sales; Super Sport 300+ US\$5.725M (Bonhams Newport, October 2025); aggregate public-tracker average ~US\$4.0M, mid-2026; the Profilée one-off's €9.79M result (2023) noted as the record for a new car sold at auction, documented fully in the Coachbuilt W16 paper. Public record of the January 2026 Chiron Pur Sport rebuild case: the CEO's stated factory-only position, price-claim corrections and factory-repair offer (as documented in 'The Bugatti Case', July 2026). Marque Intelligence prior papers: 'The Locked Hypercar' (April 2026), 'The Bugatti Case' (July 2026), Papers No. 60-61. Companion documents: Buyer's Checklist No. 75 and Model File 75. Values are indicative frameworks, not valuations; maintenance figures are planning bands, not quotations. Nothing here is investment advice.