

# Ferrari 458

2010-2015 · 4.5L V8 F136 naturally aspirated (562-597 hp)

carchecker.pro

Est. annual maintenance cost: €3,700-8,500

Date \_\_\_\_\_ Mileage \_\_\_\_\_ Price \_\_\_\_\_ Seller \_\_\_\_\_

**What matters most:** One of the most reliable modern Ferraris. Focus on DCT gearbox health after a long test drive and check every interior surface for sticky coating.

## BEFORE THE VIEWING

- Recall status (fire + crankshaft)**  
Early 458s had two critical recalls: a wheel arch liner fire risk (2010-2011) and a crankshaft machining defect (certain 2011-2012 cars). Contact Ferrari with the VIN to confirm both are completed before visiting.
- Service history and warranty**  
Full Ferrari dealer or authorized specialist records are essential for resale value. Check if the car qualifies for New Power extended warranty (under 90,000 km, all dealer-serviced). Cars without full history are worth significantly less.
- Arrange a long test drive**  
DCT gearbox sensor problems often only appear once the transmission is fully hot. Ask the seller for at least 30 minutes of driving, including some stop-and-go traffic and highway speeds. A short spin around the block is not enough.

## AT THE CAR

- Tyres and exterior condition**  
The 458 runs 235/35 ZR20 front and 295/35 ZR20 rear tyres. Check tread depth and sidewall condition on all four. Then inspect all wheel arches closely for paint bubbling or discoloration, a sign of galvanic corrosion common on 2010-2012 cars.
- Shock absorbers for oil leaks**  
Look at the MagneRide damper bodies on all four corners for oil weeping or misting. These magnetorheological shocks leak as they age, typically between 40,000 and 80,000 km. Replacement runs around 6,000 to 8,000 euros at a dealer.
- Interior sticky coating**  
Press and touch every button, switch, and trim piece inside the cabin. Nearly all 458s over 8-10 years old develop a tacky, degrading soft-touch coating. The extent of the problem directly affects restoration cost, which ranges from 2,000 to 9,000 euros.
- Cold start and engine idle**  
Start the engine completely cold. The F136 V8 should idle smoothly and settle quickly within the first 30 seconds. Listen for any unusual rattles, ticking, or rough running. This engine uses timing chains rather than belts, so chain noise at cold start can point to tensioner wear.

## DURING THE DRIVE

- Gearbox behavior when hot**  
After 20 minutes of driving, pay attention to shift quality in both auto and manual modes. Jerky shifts, hesitation between gears, or any transmission warning on the dash can point to DCT sensor or seal issues. These only show up once the gearbox reaches full operating temperature.
- Suspension feel and noises**  
Drive over uneven surfaces and speed bumps. The MagneRide system should feel firm but controlled. Clunking, excessive body roll, or an uneven ride side-to-side can point to leaking or failed dampers. A difference between left and right handling is worth noting.
- Dashboard warnings and electronics**  
Watch the instrument cluster throughout the drive for any warning lights, especially gearbox, suspension, or engine warnings. Also check that the air conditioning, infotainment, and all electrical systems work. The 458 has high parasitic battery draw, so weak electrics can point to a tired battery.

## NOTES

### THIS CAR AT A GLANCE

Mid-engine V8 supercar, built 2010-2015. Considered the most reliable modern Ferrari, but labor costs are high when repairs are needed.

### KNOWN WEAK POINTS

#### DCT gearbox failure

Sensor/seal issues, needs transaxle drop  
€7,000-30,000

#### Sticky interior coating

Degrades on nearly all aged examples  
€2,000-9,000

#### MagneRide shock leaks

Oil leaks after 40,000-80,000 km  
€3,000-8,000

#### Wheel arch corrosion

Paint bubbling, worst on 2010-2012 cars  
€1,000-4,000

#### Dashboard leather shrinkage

Wrinkles and tears from heat/UV  
€3,000-10,000

