

365-Point Pre-Purchase Inspection

Sample report for website / buyer education · 2025 Corvette ZR1 (C8)

RECOMMENDATION

BUY — with notes

Car is a legitimate early-production ZR1 3LZ coupe. Two items to credit or fix before wiring the balance: front splitter ride-height variance and a small PPF lift at the nose. Not a walk.

Assignment

Prepared for	Sample Buyer · website specimen
Inspection date	September 21, 2026
Location	Bowling Green / south-central Kentucky region (illustrative)
Inspector	ACA staff inspector · findings reviewed by Shawn Owens, ASCAA-CERT-4246
Scope	On-site 365-point PPI + road test + scan · 80+ photo file (not attached to sample)
Note on year	Client asked for a “2024 ZR1.” Factory C8 ZR1 is 2025 model year. Sample uses 2025.

Subject vehicle

Year / model	2025 Chevrolet Corvette ZR1 3LZ coupe (C8)
VIN (sample)	1G1YG2D30S5800XXX — SAMPLE, last three masked
Engine	LT7 5.5L twin-turbo DOHC V8 · 1,064 hp / 828 lb-ft
Drivetrain	RWD · 8-speed dual-clutch · electronic limited-slip
Odometer	1,842 miles indicated
Exterior / interior	Hysteria Purple Metallic · Jet Black GT2 / carbon interior
Build	GM Bowling Green Assembly · window sticker in file (sample)
Key options	3LZ · Carbon Fiber Aero (CFZ) · ZTK · carbon wheels · front lift
Tires	Michelin Pilot Sport Cup 2R ZP 275/30ZR-20 / 345/25ZR-21
Asking context	Private-party / dealer asking band typical of optioned 3LZ: mid-\$200ks

Identity, paperwork, and scan

Dash VIN, windshield VIN, and service-parts ID label agree. Build configuration in the GM accessory/RPO readout is consistent with a ZR1 3LZ coupe: LT7, 8L90-family DCT calibration for ZR1, CFZ aero, ZTK, carbon wheel RPO, Magnetic Ride, carbon-ceramic brakes, front-axle lift. This is not a Z06 with a wing. Airbag and powertrain modules show no collision events. Two open field actions were present at inspection and should be closed at a Chevrolet dealer before first track day.

ITEM	RESULT	NOTE
VIN match — dash / glass / SPID	PASS	
RPO / window sticker vs car	PASS	3LZ + CFZ + ZTK present
Title / branded-title check (sample)	PASS	Clean title assumed in sample
Keys / proximity / glove transmitter	PASS	Two transmitters
Service history / Carfax-style	NOTE	1,842 mi · PDI + 1 oil
Factory warranty status	NOTE	Confirm in-service date
Open recalls / field actions	NOTE	Two open — dealer close
OBD / GM GDS-style scan	PASS	No hard DTCs stored
Airbag module crash data	PASS	No deploy / no event
Battery / state of charge	PASS	12.6 V rest · clean
Software calendar / modules	NOTE	One infotainment update pending

What a ZR1 PPI has to catch that a Stingray PPI does not

LT7 twin-turbo heat. Cup 2R tires are track rubber — they square off and grain in 1–2 heat cycles. Carbon-ceramic rotors hide cracks at the hat and face if the car has been tracked hard. CFZ aero is easy to scrape; splitter and dive-plane height is a tell. Carbon wheels crack at the spoke root. Mid-engine clamshell fit and rear-hatch seals leak if the car has been on a lift wrong. Front-axle lift must cycle and hold. DCT clutch fill and odd-even shifts under load are the transmission story. A clean 1,800-mile ZR1 can still be a flipped allocation car — look at PPF quality, dealer add-ons, and whether the in-service date matches the story.

Body, paint, aero, glass

Paint is consistent with a factory Hysteria Purple Metallic base. Meter readings were even across quarters and doors (typical 4.5–6.5 mil on this color). No respray panels. Nose has a full PPF kit; the film is aftermarket, professionally laid, with one lift at the right-front corner of the splitter landing that will peel if ignored. Two small rock chips on the leading edge of the hood, under film. CFZ dive planes and high wing are present and fastened. Front splitter sits 3–4 mm lower on the passenger side than the driver side — likely a parking-block kiss or a pad that was not reset after a lift. Not structural. Credit or have a Corvette specialist reset ride height and inspect the splitter closeouts.

ITEM	RESULT	NOTE
Panel gaps / clam fit	PASS	Factory-typical C8
Paint meter consistency	PASS	No refinish panels
PPF coverage / edges	NOTE	Lift RF splitter landing
Rock chips / swirl	NOTE	Two hood chips under film
CFZ wing / dive planes	PASS	Hardware tight
Front splitter height L vs R	NOTE	RF 3–4 mm low
Underside aero / strakes	PASS	Light scraping only
Wheels — carbon, spoke roots	PASS	No cracks visible
Tires — Cup 2R date / wear	NOTE	DOT 1525 · 1 heat cycle look
Carbon-ceramic rotors / hats	PASS	No face cracks
Glass / ADAS cameras / HUD	PASS	No pits in camera pane
Lights / front lift cycle	PASS	Lift holds at height
Convertible path N/A	PASS	Coupe targa roof fits

Undercarriage: factory coatings intact. No frame or aluminum-structure repair. Exhaust tips and turbo heat shields are clean. No fluid on the rear cradle. Mid-engine bay is dry around the LT7 valley, turbo outlets, and DCT case.

Engine, DCT, brakes, suspension

Cold start: even, no smoke, no turbo whistle that is not wastegate. Hot restart clean. No misfire on scan under load. Oil level on the electronic readout in the middle of the operating band. Coolant and DCT fluid at marks; no pink or brown mixing. Road test 18 miles mixed surface: DCT upshifts clean in Tour and Sport; Track mode holds gears. No shudder on 2–3. Brakes are carbon-ceramic — pedal is firm after the first apply, no pull. Magnetic Ride is active. No clunk from front lift or rear toe links. Cabin is tight; no rattle from the targa roof at 70 mph.

ITEM	RESULT	NOTE
Cold / hot start	PASS	
LT7 leaks — valley / turbos	PASS	Dry
Oil consumption / level	PASS	Mid-band
Coolant / intercooler circuit	PASS	No residue
DCT fluid / leaks / fill	PASS	Dry case
Shift quality Tour / Sport / Track	PASS	No 2–3 shudder
Carbon-ceramic pad/rotor	PASS	Factory face
ABS / magnetic ride scan	PASS	
Front lift pump / height sensors	PASS	Cycles and holds
Wheel bearings / CV / halfshafts	PASS	
Exhaust / heat shields	PASS	
Charging / 12V after stop-start	PASS	

Interior, electrical, ADAS

ITEM	RESULT	NOTE
Seats / belts / GT2 wear	PASS	1,842 mi wear only
Steering wheel / carbon trim	PASS	
Infotainment / Bose / HUD	NOTE	Software update pending
A/C output both sides	PASS	38–40 °F vent
Cameras / park / front camera 3LZ	PASS	
Targa roof / weatherstrips	PASS	No wet carpet
Frunk / rear trunk releases	PASS	
Track apps / performance pages	PASS	Functional

Road-test notes

Eighteen miles. Tour for heat, Sport for shift map, one short Track-mode pull to 5,500 rpm — not a full 7,000 rpm blast on a public road. Car tracks straight. Steering is C8-typical: quick, a little mute on-center, no pull. No vibration through the carbon wheels at 75 mph. Cup 2R tires are noisy and will be greasy under 50 °F; that is the tire, not a defect. Front lift used at a driveway — 4-second cycle, no pump scream. After shutdown, no ticking that outlasts normal turbo tick-down.

What we would credit before you wire the rest

1. Reset / inspect passenger-side splitter height and closeouts. Budget \$0 if a specialist can adjust in an hour; budget a few hundred if a closeout clip is broken. 2. Reseal the PPF lift at the RF splitter landing so water does not start a purple edge. 3. Close the two open field actions at a Chevrolet dealer — get it in writing. 4. Confirm in-service date and remaining bumper-to-bumper / powertrain. A flipped allocation car sometimes has a short clock. 5. Cup 2R tires: plan a street set if this is a road car. These are not rain or winter tires.

What would have been a WALK

Airbag crash data. Structural repair. LT7 valley wet. DCT shudder that does not clear. Cracked carbon wheel. Mismatched VIN labels. A “ZR1” that scans as Z06. Track-cooked ceramics with hat cracks. Title issues. None of those are on this sample car.

Bottom line for the buyer

This is a buy-with-notes. Pay for a correct ZR1 3LZ with CFZ and ZTK, not a tracked-and-flipped example. Use the splitter and PPF items as closing credits. Do not skip the dealer field-action visit. If the asking price already assumes “perfect new car,” those two notes are your leverage.

SAMPLE VERDICT

BUY WITH NOTES

Identity: confirmed ZR1 3LZ. Condition: excellent early-mile car.

Fix / credit: splitter height + PPF edge + close field actions.

Not a walk. Not a blind-wire deal either.

How to read this sample

This document is a website specimen. VIN suffix, paint, mileage, and findings are typical of a real ACA ZR1 PPI, not a live job for a named client. A live report includes the 80+ photo set, scan printouts, paint-meter map, and the inspector's video walkthrough.

Live PPI pricing starts at \$349 and scales with vehicle value and travel. A ZR1 purchase is an on-site inspection — not the \$149 photo appraisal. If you are buying one of these sight-unseen, call before you send a deposit.

Certification (sample)

On a live assignment the inspecting technician performs the on-site work. Shawn Owens reviews the file and signs the recommendation.

Reports are prepared in substantial conformity with USPAP as applicable to inspection opinions. This sample is not an appraisal of value and not a warranty.

Shawn Owens

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Appendix — condensed 365-point groups (sample scoring)

Live reports score every line. This sample rolls groups so the specimen stays readable. Group result is the worst item in the group.

GROUP	RESULT
01 Identity / VIN / RPO / keys	PASS
02 Title / history / in-service date	NOTE
03 Scan / recalls / modules	NOTE
04 Body structure / gaps / prior repair	PASS
05 Paint thickness / refinish map	PASS
06 PPF / film / chips	NOTE
07 Aero — splitter, wing, dive planes	NOTE
08 Glass / cameras / lighting	PASS
09 Wheels (carbon) / tires / TPMS	NOTE
10 Carbon-ceramic brakes	PASS
11 Front lift / ride height sensors	PASS
12 Underside / crash structure / coatings	PASS
13 LT7 engine / turbos / heat shields	PASS
14 Cooling / intercooler / fans	PASS
15 DCT / halfshafts / eLSD	PASS
16 Exhaust / emissions readiness	PASS
17 Suspension / Magnetic Ride / alignment tell	PASS
18 Interior / seats / belts / carbon trim	PASS
19 HVAC / defrost / heated-cooled seats	PASS
20 Infotainment / HUD / ADAS	NOTE
21 Frunk / rear trunk / targa roof seals	PASS
22 Road test Tour / Sport / Track	PASS
23 After-shutdown leaks / ticks	PASS
24 Track evidence / heat-cycle tires	NOTE
25 Flip / allocation / dealer-add tell	NOTE

© 2026 American Classic Appraisal Services. Sample PPI for buyer education. Factory ZR1 model year is 2025. Live inspections by appointment in all 50 states.