

LAMBORGHINI AVENTADOR FAMILY

PRE-PURCHASE PROTOCOL · BUYER CHECKS · SPECIALIST PPI · RED FLAGS

Compiled from public sources, the Lamborghini Aventador family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ History first: owner chain, rental/event/social-media traces, plate and wrap history: an Aventador PPI reconstructs the car's life, not just its day of viewing.
- ☐ VIN campaign check against all seven US campaigns (12V561, 17V073, 18V391, 18V461, 19V696, 21V107, 21V927) plus service actions (alternator pole, SVJ spoiler, gearbox software).
- ☐ EVAP recall 17V073 completion on every early car: CRITICAL: fuel smell is never "typical Lamborghini".
- ☐ Clutch file: wear values, adaptations, replacement invoices and dates: no fixed kilometre life exists.
- ☐ Modification history: exhaust type (cat-back vs decat/tune), ECU status, suspension, wheels: strictly separated.
- ☐ Accident history in three classes: COSMETIC vs SUBFRAME vs CARBON TUB: tub work must be fully documented.
- ☐ Roadster: both original roof halves, matching finish, storage history.
- ☐ Limited editions (Anniversario, Pirelli, Miura Homage, SV, SVJ 63, Ultimae): authenticity of paint, parts, plaque, carbon.
- ☐ Factory colour vs current colour: full wrap and PPF history.
- ☐ Date-stamped items: tyres by DOT, battery, brake fluid (track history!).

B · BUYER CHECK · AT THE CAR

- ☐ Battery first: age, resting and cranking voltage, maintainer history: a weak battery fakes gearbox, ESC and sensor faults.
- ☐ ISR cold: R → 1st → R several times, slow pull-away: delay, judder, smell, warnings.
- ☐ ISR warm (more telling): reverse parking, stop-and-go, gradient, slow manoeuvring, normal and Corsa shifts: the Corsa jolt itself is normal.
- ☐ Cold start: idle, smoke, noises; after the full drive an engine-bay heat audit: fuel or oil smell, melted trim, shielding.
- ☐ Scissor doors: rise cleanly, stay up, no sag; latches, windows indexing.
- ☐ Front lift: several cycles cold, again warm: speed, symmetry, noise, leaks.
- ☐ CCM and tyres read for track use: caliper discoloration, disc oxidation, edge damage, pad wear, marbles; DOT and homologation.
- ☐ Underbody look even at the viewing: splitter, floor, diffuser, lift contact areas.
- ☐ Roadster: roof halves fitted and removed, seals, wind noise, moisture traces.
- ☐ S/SVJ/Ultimae: steering feel (LDS characteristic vs faults), rear-steer warnings, ALA damage at ducts and wing.
- ☐ Road test warm through all modes: then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Scan order: battery stabilised, full scan BEFORE the road test (engine, ISR, ABS/ESC, suspension, lift, LRS, ALA, cluster, TPMS), again after heat soak.
- ☐ Clutch by diagnosis AND behaviour: wear value, adaptation, kiss point, engagement quality: never the percentage alone.
- ☐ ISR software level and adaptation history: the 2013 upshift action on MY2012–14: an odd shift is not automatically mechanical.
- ☐ EVAP/fuel system on early cars: recall parts fitted, no fuel smell, EVAP faults investigated: with aftermarket exhaust doubly.
- ☐ Carbon tub zones: sills, apertures, floor, pickups, underbody, roof: NDT on any suspicion; subframes coded separately.
- ☐ Pushrod suspension: damper leakage, rockers, joints; lift actuation.
- ☐ AWD driveline: front diff, prop shaft, CV joints at full lock, play after launch/track abuse.
- ☐ CCM by rotor mass against the documented limit, not visually; centre-lock hardware on SV/SVJ (pegs, threads, torque history: 18V461 context).
- ☐ LRS: actuator values and calibration; full geometry after any rear damage (S/SVJ/Ultimae).
- ☐ SVJ ALA: ducts, channels, valves, actuation by diagnosis: geometry after any front or rear repair.
- ☐ Wrap/PPF: edges, knife marks, lifted clearcoat: panel originality beneath on limited cars.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€750–1,500 / ≈£650–1,300 / ≈\$800–1,600. Indications, not conversions; obtain current local quotes.

“With an Aventador you buy the car's history, not its odometer: a documented clutch, an untouched tub and seven closed campaigns outrank ten thousand pampered-looking kilometres.”

Deep dive: Supercar Models Paper 23 · Model File 23 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

Not every finding kills the car: the question is whether it is known, quantifiable and priced. On an Aventador, history and the clutch are the price.

- ☐ Clutch near end of life: price the job, not the fear.
- ☐ Open recalls: resolve before purchase with written confirmation: 17V073 and 18V461 are non-negotiable.
- ☐ Wrap over unknown paint: inspection or removal before payment, or priced as unknown.
- ☐ Damper leaks, lift faults, door struts: normal ageing, quantifiable: quote and negotiate.
- ☐ CCM wear by mass: an axle is €8,000–15,000+: check before, not after.
- ☐ Limited-edition originality deficits (wrong wheels, missing plaque, repainted panels): collector impact, priced hard.
- ☐ Rental/event history: not fatal, but clutch, brakes and interior get the strict version of every check.
- ☐ Negotiate from named, quantified findings: never from the odometer alone.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Carbon tub damage or any structural repair without complete documentation.
- Open 17V073 on an early car, or any fuel smell, undiagnosed.
- Open 18V461 on an SV, or centre-lock hardware with tool marks and no history.
- ISR malfunction or unavailable gears, undiagnosed.
- Decat or flame tune without recall and heat history.
- Undisclosed rental or social-media past contradicting the story.
- Missing or non-original Roadster roof halves on a limited variant.
- Mileage discrepancies, cleared diagnostics, or wear that contradicts the odometer.
- A car whose problems cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Battery maintainer from night one: the standing fleet's habit.
- ☐ Recall and software status confirmed with Lamborghini; purchase file, clutch baseline and PPI report archived.
- ☐ Correct homologated tyres fitted; wrap decision made consciously: factory paint is a datum.