

LAMBORGHINI URUS FAMILY

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

Compiled from public sources, the Lamborghini Urus 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

- ☐ Version first: air (Urus/S), steel (Performante), PHEV (SE), PHEV + dual-chamber air (SE Performante): the checklist branches here.
- ☐ Recall VIN check against all five ICE campaigns: 20V713 (fuel/fire), 21V336 (four-car engine swap — audit the swap if hit), 21V603, 24V348 (hood, CRITICAL), 25V903 (camera, almost the whole classic fleet).
- ☐ Service file: fluids incl. TRANSMISSION FLUID HISTORY (no “sealed for life” mindset on 2.3 tonnes), cooling work, air-suspension repairs.
- ☐ Usage profile: city/launch vs motorway; track days; tyre purchase frequency as a usage document.
- ☐ ADAS calibration records after any windscreen, bumper or suspension work.
- ☐ Comfort spec documented and working: soft close, tailgate, seat functions: small defects sum to real money.
- ☐ Capsule/Tettonero/Essenza authenticity by build sheet.
- ☐ SE: charge history, HV service records, EV usage: the battery file starts at purchase.
- ☐ Accident file: front (radar/cameras/ducts), rear/underbody (SE: battery zone above e-diff — escalate).
- ☐ Date-stamped items: tyres by DOT and approval (staggered, same family), 12V battery, brake fluid.

B · BUYER CHECK · AT THE CAR

- ☐ Overnight stance where possible: all four corners level; compressor start-up and run time after wake.
- ☐ Air suspension full up/down several times; one low corner in the morning = leak likely.
- ☐ Cold start, then a real drive to full temperature: afterwards hood up — oil smell, coolant smell, sweet smell without a puddle is a red flag.
- ☐ Transmission cold and warm: R/D, stop-and-go, kickdown, downshifts, paddles.
- ☐ Full lock both directions: no binding, cracking or grinding.
- ☐ Tyres INNER shoulders and rims INNER lips: the Urus hides its damage inside.
- ☐ Brake pads measured, not glanced; rotor faces both sides.
- ☐ Camera systems tested repeatedly (25V903 context): reverse, top view, all views.
- ☐ Comfort walk: both screens, keyless, soft close, tailgate, seats, panoramic roof and drains.
- ☐ S/Performante: hood gap and latch area inspected (24V348): odd gaps never ignored.
- ☐ SE: EV mode actually driven, one real charge started, regen felt: never “no warning = fine”.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: engine, transmission, AWD, air/roll/steer chassis systems, ADAS, cameras, comfort modules.
- ☐ Voltage first: 12V health, then 48V system, then clear/road-test/rescan: never order a roll actuator before the supply is proven.
- ☐ Boost target vs actual left/right; hot-V visual after heat soak.
- ☐ Cooling: pressure test on doubt, plastics inspected (thermostat housing, distributors, quick connects), residue mapping.
- ☐ Air system by diagnosis: strut leak search BEFORE compressor verdicts; compressor run frequency read.
- ☐ Rear steer: position values and calibration; after kerb/rear damage mandatory.
- ☐ CCB with wear data AND pad thickness; wheel runout on doubt.
- ☐ ADAS calibration status verified, not assumed.
- ☐ SE: HV SOH, cell deviation, isolation resistance, thermal spread; torque splitter and e-diff by diagnosis; charging function tested; three electrical levels reported separately.
- ☐ SE underbody: battery housing and shielding zone after any impact history.
- ☐ Performante (ICE): carbon audit incl. hood (24V348), springs/dampers, Rally-mode function.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€600–1,200 / ≈£500–1,050 / ≈\$650–1,300, plus HV diagnostic time on SE. Indications, not conversions; obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The Urus prices on its corners, its coolant plastics and its recall file: name each item, quantify it, then negotiate.

- ☐ Open recalls: resolved with written confirmation: 20V713 and 24V348 before any money moves.
- ☐ Air findings: strut €2,000–4,000+ per corner, compressor €1,500–3,000+: leak diagnosis first.
- ☐ Cooling findings: plastic-component work quoted: sweet smell is a diagnosis order, not a discount line.
- ☐ 48V/roll faults: diagnosis completed before purchase — voltage first.
- ☐ Tyres and rims: inner damage priced per corner: a full staggered set is €2,000–4,000.
- ☐ Pad wear and CCB findings: measured and priced, not estimated.
- ☐ SE: HV or charging findings are OEM-quote territory: no purchase before diagnosis.
- ☐ Negotiate from the documented file: never from the odometer.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Fuel smell on an early car, or open 20V713.
- Open 24V348, or a hood gap story on an S/Performante.
- A sagging corner, undiagnosed, or a compressor running constantly.
- Coolant residue trails with “it never loses coolant”.
- Chassis warnings cleared just before viewing.
- SE: any HV isolation fault, or underbody impact history without battery-zone documentation.
- ADAS/camera faults on a fleet covered by 25V903, undone.
- Wear picture contradicting claimed mileage.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Campaign status brought current — 25V903 software confirmed; purchase file and PPI report archived.
- ☐ Baseline stored: corner heights, compressor behaviour, boost values: SE additionally the full HV baseline (SOH, cell data, charge log).
- ☐ Correct staggered tyres confirmed and dated; 12V maintainer if the car stands.

“Buy the Urus by version: air, steel or hybrid decides the checklist. The V8 and the gearbox are fine — the corners, the coolant plastics and the recall file are where the money hides.”

Deep dive: Supercar Models Paper 29 · Model File 29 · Owner's Intelligence series.