

LAMBORGHINI REVUELTO / SV

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

Compiled from public sources, the Lamborghini Revuelto 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

- ☐ Variant and edition by build sheet: base, NA63, Impavido, Miura 60° Homage, Opera Unica documentation, SV: plaque and spec evidence, never stripes.
- ☐ Software baseline FIRST: MY24/25 baseline updates (CarPlay/OBC/DC-DC) demonstrably complete: an old software level is a real finding on this car.
- ☐ Recall VIN check against all four: 24V765 (wipers), 24V945 (oil flange, two cars), 25V477 (door pins), 26V053 (camera).
- ☐ Warranty status and transfer: most of this fleet lives in factory warranty — its paperwork is part of the asset.
- ☐ MSRP discipline: original MSRP, options MSRP, total invoice, current ask recorded separately: Ad Personam spread is enormous.
- ☐ Press/demo/launch history: early cars especially: launch and track evidence, service intervals.
- ☐ HV service records and any stored SOH readings: the battery file starts now.
- ☐ Accident file: any composite OR HV-zone event needs factory/authorised documentation of both audits.
- ☐ Charging history and equipment: cable, wallbox use, port condition.
- ☐ Date-stamped items: tyres by DOT (SV: correct Bridgestone trio), 12V battery, brake fluid.

B · BUYER CHECK · AT THE CAR

- ☐ Doors, both sides, several cycles: open, stand fully up, move lightly, close: any sinking or play at the gas-spring pin is a finding (25V477 logic).
- ☐ Wipers fully tested: washer, all speeds, synchronicity: never tortured dry.
- ☐ Cold start: the 9,250 rpm V12 should idle cleanly: no smoke, no fuel smell.
- ☐ EV and hybrid transitions actually driven: e-launch, V12 wake-up, regen feel: never “no warning = fine”.
- ☐ DCT cold: R → D → R, slow manoeuvring. Warm: stop-and-go, paddles, downshifts, reverse.
- ☐ Launch control availability observed (early software theme): inconsistency is a software finding, not drama.
- ☐ Front lift: cycles cold and warm: sinking on a car this young = warranty investigation.
- ☐ Tyres: inner front shoulders read with the torque-vectoring context; wheels inside and out.
- ☐ Full heat soak: park hot, restart: smells, warnings, reduced-power messages.
- ☐ Infotainment and CarPlay session: freezes and drops are the documented early theme.
- ☐ Road test through modes, then the second scan.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full scan before and after the drive: hybrid ECU, DCT, LDVI, inverters, OBC, DC/DC, camera, ADAS, chassis.
- ☐ HV audit: battery SOH, cell deviation, isolation resistance, temperature spread, front e-motors L/R, rear e-motor, both inverters, DC/DC, OBC, regen: pass/fail plus BASELINE CAPTURE.
- ☐ Software versions read across all systems and compared to the current factory baseline: MY24/25 update status explicit.
- ☐ One real charge started and completed in observation: port, lock, handshake, interruption behaviour.
- ☐ Thermal: ICE circuit and dedicated HV circuit separately: inverter/motor/battery temperatures under load.
- ☐ Composite structure: monofuselage, front structure, floor, sills: NDT on any suspicion: no paint-gauge-only verdicts.
- ☐ Accident cars: the DUAL audit — composite integrity AND HV integrity (enclosure, orange cables, isolation) — with factory/authorised documentation.
- ☐ DCT: adaptation, temperatures, leakage; no ISR logic transferred.
- ☐ Torque vectoring: fault memory and symmetry, especially with uneven front tyre wear.
- ☐ Brakes by variant: base CCM vs SV CCM-R PLUS as separate part mappings; SV damper settings documented and plausible (STJ doctrine).
- ☐ Doors: gas-spring pins, struts, mounts by inspection, both sides.
- ☐ Typical full specialist PPI cost, rounded orientation by market (2026): ≈€800–1,600 / ≈£700–1,400 / ≈\$850–1,700 including HV diagnostic time. Indications, not conversions; obtain current local quotes.

"The Revuelto's early risks are software and assembly details, not engine, battery or gearbox. Buy the software baseline, the recall file and the HV baseline: the fleet's ageing will teach us the rest."

Deep dive: Supercar Models Paper 30 · Model File 30 · Owner's Intelligence series.

D · PRICE & INVESTIGATION ITEMS

A warranty-age fleet prices on documentation: software currency, recall completeness and HV baselines are the price. Nothing is assumed.

- ☐ Open recalls: resolved with written confirmation — 24V945 and 25V477 before any money moves.
- ☐ Old software baseline: update path completed before delivery: it changes the car.
- ☐ HV findings of any kind: OEM diagnosis before purchase: no mature repair-price base exists.
- ☐ Options file incomplete: the MSRP/invoice gap priced as uncertainty.
- ☐ Launch/track evidence on early cars: tyres, brakes and service intervals priced accordingly.
- ☐ SV: damper setup, brake and tyre spec verified against factory: deviations priced as restoration-to-spec.
- ☐ Negotiate from documentation and baselines: never from the odometer — this fleet barely has one.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Composite repair without factory/authorised documentation.
- Any HV isolation fault, or an HV-zone accident without the dual audit.
- Open 24V945 logic: oil traces near hot components, undiagnosed.
- A door that sinks or shows pin play, undiagnosed.
- Seller refusing the software-baseline check or the HV scan.
- Diagnostics cleared before viewing.
- Edition claims without build documentation.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Full baseline archived: HV SOH, cell data, temperatures, software versions, DCT adaptation: the reference for every future year.
- ☐ Warranty registered/transferred; campaign status confirmed current; purchase file and PPI report archived.
- ☐ Battery maintainer for standing periods: and the car genuinely driven — this fleet's risk is standing, not running.

FINDINGS & NOTES