

MODEL FILE 29 · SUPER SUV LINEAGE · LAMBORGHINI

LAMBORGHINI URUS

V8 BITURBO · FROM 2018 · URUS → S → PERFORMANTE → SE → SE PERFORMANTE

THE FAMILY IN BRIEF

VARIANTS

Urus (650 PS, 4.0 V8 biturbo, air suspension) with the Pearl and Graphite Capsules as design series · Urus S (666 PS, the reworked 2022 successor) · Urus Performante (666 PS, STEEL springs, 47 kg lighter, more carbon) with the Essenza SCV12 owner configuration · Urus SE (800 PS PHEV, new AWD and diff architecture) with the SE Tettonero Capsule (630 cars, 2026) · Urus SE Performante (812 PS PHEV, 2026). The first generation was the volume pillar: car number 10,000 already in 2020, more than 20,000 first-generation cars per Lamborghini.

THE SUSPENSION MAP

The family's defining PPI versioning, and exactly the kind of error a generic checklist would produce: Urus and Urus S = adaptive AIR suspension. Urus Performante = STEEL springs (AIR_SUSPENSION = N/A). Urus SE = PHEV with the new driveline. Urus SE Performante = PHEV AND air again — dual-chamber “2K2V” air springs with dual-valve dampers (factory data: body roll –55 per cent against the ICE Performante). The checklist must know which car it is standing in front of before the first test.

WHY IT MATTERS

Technically far less problematic than its complexity suggests: the V8 and the eight-speed are not the weak point. The used car decides along COOLING → SUSPENSION → 48V ACTIVE ROLL → BRAKES/TYRES → ELECTRONICS/ADAS → ACCIDENT HISTORY: plus a recall file that has become genuinely substantial: and on the SE, a completely new PHEV risk layer handled like the 296/SF90 early years — deep HV diagnostics and baseline capture instead of invented known issues.

INSPECTION ZONES · ICE URUS & S

V8 & HOT-V

The 4.0 biturbo belongs to the group-wide hot-V family: no usable fleet accumulation of bottom-end, chain, mass turbo, valvetrain or oil-consumption failures: V8 CORE FAILURE = NOT COMMON. But hot-V means brutal inner-V heat: turbo oil feed and return, coolant lines, heat shields, ventilation: full heat-soak audit after a real drive (hood up: oil smell, coolant smell, smoke, hot restart), boost target versus actual left and right.

COOLING PLASTICS

The realer age problem: specialists report leaks at thermostat housings, coolant distributors, quick connects and plastic lines on older cars — the hot-V accelerates plastic ageing: COOLANT PLASTIC COMPONENT AGEING = STRONG SPECIALIST FIELD PATTERN, not an engine defect. Protocol: reservoir, dried pink/white residue, thermostat area, water pump, crossover pipes, turbo coolant lines, radiators, fans: and checked AGAIN after the test drive. Red flag: a light sweet smell after a hard drive with no visible puddle — a beginning hot-V leak.

TRANSMISSION & AWD

A completely different approach from Huracán/Aventador: an eight-speed torque-converter automatic (the SE Performante still uses one): fundamentally very robust, no Urus-specific failure series: TRANSMISSION FAILURE = LOW FREQUENCY / HIGH CONSEQUENCE. Protocol: cold and warm R/D, stop-and-go, kickdown, 1-2-3, downshifts, paddles. Fluid history is its own point: 2.3 tonnes, 650–812 PS and high thermal load make a “sealed for life” mindset incompatible with conservative PPI logic: TRANSMISSION FLUID HISTORY recorded. AWD: front diff, centre driveline, active rear diff, shafts, CV joints, leaks: no tension, cracking or grinding at full lock.

AIR SUSPENSION · URUS/S

The main ageing theme: slow leaks, ageing air springs, compressor wear and level warnings are documented specialist patterns: STRONG AGE/FIELD PATTERN. Protocol: let the car stand hours or overnight where possible: ride height FL/FR/RL/RR, asymmetry, compressor start-up and run time: then full up, full down, several times. Red flag: one corner visibly lower in the morning = AIR STRUT LEAK LIKELY. Doctrine: a small bag leak slowly kills the compressor because it constantly re-regulates — COMPRESSOR RUN FREQUENCY is read, and a busy compressor means FIND THE LEAK FIRST, never “compressor bad” first.

48V ROLL, STEERING & VOLTAGE

The electromechanical active roll stabilisation is much of why 2.3 tonnes corner flat: with age, specialists see 48-volt system warnings, anti-roll faults, connector and ground problems and genuine actuator failures: 48V_ACTIVE_ROLL_STATUS is recorded SEPARATELY from the 12-volt battery. Low voltage imitates chassis faults: the order is battery check → 48-volt check → clear faults → road test → rescan: an expensive roll actuator is never ordered first. Rear-wheel steering (standard from the first Urus): actuator, position, alignment, calibration: HIGH-COST CHECK, not a KNOWN WEAKNESS — but a hard kerb impact on a 23-inch wheel can do real geometric damage: after rear damage, suspension work or kerb contact it moves up the list.

WHEELS, TYRES & BRAKES

Staggered footwear (Urus S: 285/45 ZR21 front, 315/40 ZR21 rear, optional 22/23 inch): same tyre family, correct approval, similar rolling circumferences, DOT, repairs. Tyre and rim damage is one of the most frequent REAL Urus themes: inner shoulders wear far before the outside looks bad, and heavy-SUV rim damage (pothole bends, inner-lip damage, sidewall bubbles) shows on the INSIDE: car on the lift, wheels rotated. Brakes: giant CCB (440 × 40 mm front at launch): inner and outer rotor faces, chips, thermal distress: and PAD THICKNESS as its own point — a heavy Urus eats pads surprisingly fast, a named running-cost factor. Usage profile: a 40,000 km motorway car can easily beat a 15,000 km city/launch car.

ELECTRONICS, ADAS & COMFORT

LIS III with two touchscreens and haptic feedback: typical complaints are lag, occasional freezes, cameras, connectivity, individual ADAS warnings: a VW GROUP ELECTRONIC/UX PATTERN, not a Lamborghini-exclusive problem. ADAS is far more present than on any Lamborghini supercar: ACC, lane, blind spot, surround view, AEB: after windscreen replacement, bumper damage or suspension repair, ADAS CALIBRATION HISTORY is mandatory. Front damage is expensive (radar, cameras, coolers, ducts, carbon, 22/23-inch corners): a small parking knock can be more than a bumper. Comfort layer tested completely: soft close, keyless, tailgate, kick sensor, seat heating/ventilation/massage/memory: several small comfort defects together quickly build a five-figure catch-up. Panoramic roof where fitted: rails, motor, seals, drains: no epidemic, a normal high-cost check.

RECALLS · FIVE FOR THE ICE FLEET

20V713 & 21V336

20V713, verified: MY2019–20, 2,831 US vehicles: engine-bay heat could soften and damage the fuel-line quick connector: fuel leak, fire risk: fuel line and connector replaced: CRITICAL if open — and in a hot-V bay, a light fuel smell after a drive is NEVER normal. 21V336 — the verification ADDITION to the dossier: 2021 Urus, just 4 US vehicles: cracks could develop on the engine cylinder-bore surface: remedy a complete ENGINE REPLACEMENT (L636-R.03.21): ULTRA-LOW POPULATION / VIN-SPECIFIC, never a series problem — but a VIN hit means auditing the documented engine swap.

21V603, 24V348 & 25V903

21V603: certain 2021 cars, 224 US vehicles: the middle-rear belt's automatic locking retractor could deactivate early (child-seat relevance): VIN-specific. 24V348 (L636-R.02.24), verified: MY2023–24 Urus S and Performante, 2,133 US vehicles: hood-latch striker fixings on certain carbon hoods could fail: gap formation, air under the hood, the hood opening or detaching at speed (factory documents name gap development above 150 km/h): inspection, repair and striker support plate: CRITICAL — an odd front gap is never ignored. 25V903 (L636-R.01.26), verified: the biggest Urus campaign — 10,554 US vehicles, MY2019–24: a software error can deactivate the rear/top-view camera image: remedy a more robust self-healing software, owner letters from July 2026: HIGH/regulatory, and the camera test is REPEATED during the PPI. The SE fleet: vehicle queries return empty — a young, clean sheet, checked per VIN anyway.

VARIANT LAYER · PERFORMANTE & CAPSULES

PERFORMANTE (ICE)

Steel springs with electronic damper control, active roll and rear steer: AIR SUSPENSION = N/A — the checklist branch point. 47 kg lighter, carbon hood, roof and wheel arches, titanium exhaust, Rally mode: higher probability of track use, aggressive launches and gravel: PPI adds carbon audit (cracks, stone impact, delamination, weave mismatch, refinish — the hood doubly, because of 24V348), spring/damper condition, geometry, TRACK/RALLY USE. The Essenza SCV12 configuration (for Essenza owners) is mechanically a Performante: factory livery and customer-matched details as a collector layer. Pearl and Graphite Capsules: mechanically normal Urus, CAPSULE AUTHENTICITY by build sheet.

URUS SE · THE PHEV LAYER

ARCHITECTURE

Presented 2024, and NOT a 48-volt mild hybrid: 620 PS V8 plus a 141 kW / 483 Nm permanent-magnet e-motor at the eight-speed: 800 PS system, 950 Nm, 25.9 kWh lithium-ion battery, about 60 km EV range, electric to 135 km/h. The battery sits under the load floor ABOVE the electronic rear differential: a hard underbody or rear hit is far more critical than on the classic Urus: battery housing, shield, crash isolation, HV cables, coolant circuit after any such damage. The AWD is NEW: a central electronically controlled torque splitter with electrohydraulic multi-plate clutch plus an electronically controlled rear locking differential — technically much more modern than the mechanical layout: CENTRAL CLUTCH, REAR E-DIFF, TORQUE DISTRIBUTION, REGEN and EV DRIVE are their own checks, and the EV mode is actually DRIVEN, never signed off as “hybrid system no warning”.

HV DISCIPLINE

For the first time on a Urus, HV BATTERY STATE OF HEALTH is mandatory: usable energy, cell deviation, min/max voltage, temperature spread, isolation resistance, charge history — SE cars will genuinely be charged and driven electrically, so real battery-age data will arrive faster than on the Revuelto. Charging is tested, not assumed: AC charge, port and lock, handshake, interruption behaviour, onboard charger, cable — no PPI passes on “the charge cable is in the boot”. Thermal management is the most complex of the family (V8, turbos, battery, inverter/e-motor, cabin, transmission): full heat soak plus EV/hybrid switching, watching for coolant warnings, battery-temperature anomalies, reduced electric power. Three electrical levels are recorded separately — 12 V, 48 V chassis, HV — never lumped as “battery”. And the discipline: SE FLEET MATURITY = LOW: no systemic HV, P2, inverter, central-clutch or e-diff accumulation exists (September 2026), no known issues are invented, and classic-Urus faults are not transferred to the PHEV.

SE PERFORMANTE &
TETTONERO

The 2026 peak, verified against factory data: 812 PS (620 CV V8 + 141 kW P2), 25.9 kWh, 312 km/h, 0–100 in 3.3 s, 0–200 in 10.8 s, 100–0 in 32.8 m, 2,473 kg. And the suspension map closes its loop: unlike the ICE Performante it returns to AIR — dual-chamber springs with dual-valve semi-active dampers (2K2V), height adjustment, rear steer. Brakes grow again: 440 × 40 front, 410 × 32 rear: own brake-part mapping, never normal Urus S parts assumed. SE Tettonero Capsule: 630 cars (2026), a design/collector configuration of the SE: mechanically standard, TETTONERO AUTHENTICITY by build sheet.

COST DISCIPLINE · MI WORKING RANGES

WORKING RANGES

ICE Urus, working ranges, not quotes (Sep 2026): annual service €1,500–3,000 · major €3,000–6,000+ · cooling leak minor €1,000–3,000 · water pump/major cooling €2,000–6,000+ · air strut €2,000–4,000+ per corner · compressor €1,500–3,000+ · active roll/48V repair €2,000–8,000+ · rear steer €3,000–10,000+ · transmission/AWD repair €3,000–15,000+ · full tyre set €2,000–4,000 · wheel €1,000–3,000+ each · brake pads several thousand · CCB major event €15,000–30,000+. SE additionally: HV diagnosis €500–2,000+ · charge hardware €1,000–5,000+ · inverter/P2 motor OEM quote/high · HV battery module or pack OEM quote, potentially very high · e-diff/central clutch €5,000–20,000+ potential: no mature repair-price base exists yet.

BUYING NOTES · THE TWO CHECKS THAT MATTER

1 · VERSION FIRST, THEN
CORNERS

Establish the version before the first test: air (Urus/S), steel (Performante), PHEV (SE), PHEV plus air (SE Performante) — then buy along cooling condition, corner behaviour overnight, 48-volt health, brake and tyre reality, ADAS/camera state and the recall file. The V8 and the gearbox will do their part.

2 · CONFIDENCE DISCIPLINE

OEM or government confirmed: 20V713, 21V336 (four cars, engine swap), 21V603, 24V348, 25V903. Strong field/age patterns: air-suspension leaks, compressor wear, cooling-plastic leaks, 48-volt active-roll faults and voltage sensitivity, tyre and rim damage, high pad wear. General electronic field pattern: infotainment glitches, occasional ADAS/camera issues, low-voltage cascades. NOT carried as common: catastrophic V8 failure, a turbo epidemic, eight-speed transmission failure, widespread rear-steer or e-diff failure. SE: no usable PHEV failure population — maturity low, baselines captured.

MARKET POSITION · THE VOLUME PILLAR

STATUS

Bands follow the transaction dataset — with more than 20,000 first-generation cars this is Lamborghini’s true volume market, and spread is enormous. Structural readings: suspension version, recall completeness (25V903 across almost the whole classic fleet), corner and cooling health and honest usage profile price the car: the SE market is still forming and prices on HV documentation from day one.

20,000+	10,554	5
First-generation cars: the volume pillar of the marque — and enormous condition spread	25V903 camera campaign, letters from July 2026: checked on every classic Urus	US campaigns for the ICE fleet — including the four-car engine-swap 21V336 found in verification

Sources: Lamborghini factory data (variant structure, S/Performante 2022, Performante steel springs and carbon, SE architecture with 25.9 kWh battery position and new torque splitter/e-LSD, SE Performante full specification incl. 2K2V air suspension, 440/410 mm brakes, 312 km/h, 3.3 s, 32.8 m, 2,473 kg, Tettonero 630, 10,000th car 2020 and >20,000 first generation); NHTSA campaigns 20V713, 21V336 (L636-R.03.21, verification addition), 21V603, 24V348 (L636-R.02.24) and 25V903 (L636-R.01.26, 10,554 cars, letters July 2026) verified September 2026 with per-model-year queries; SE model-year queries return empty; cooling-plastic, air-suspension, compressor, 48V-roll, tyre/rim and pad patterns per named specialist sources. Cost figures are MI working ranges; market bands follow the verification round.