

MODEL FILE 30 · V12 FLAGSHIP LINEAGE · LAMBORGHINI HPEV

LAMBORGHINI REVUELTO

L545 V12 + 3 E-MOTORS · FROM 2023 · 1,015 CV · REVUELTO → SV

THE FAMILY IN BRIEF

VARIANTS

Revuelto (series HPEV, 1,015 CV) · NA63 (63 cars, North America anniversary) · Impavido (25 cars, Japan, per press/register data) · Miura 60° Homage (99 cars, heritage series) · Opera Unica (the Miami 2023 and Sardinia 2024 hand-painted cars: carried as an Ad Personam one-off SUBGROUP, not a model variant) · Revuelto SV (1,963 cars — the founding-year tribute — 1,065 CV, the real performance variant, unveiled August 2026). Verification note: further celebration editions exist per register sources (an Italia duo, a Ducati-livery collaboration): added with counts once factory-confirmed.

ALL-NEW ARCHITECTURE

Unlike the late Aventador, almost nothing here is a carried-over drivetrain: a completely new 6.5-litre naturally aspirated L545 V12, rotated 180 degrees, 825 CV at 9,250 rpm: three electric motors: and, for the first time on a V12 Lamborghini, an eight-speed dual-clutch mounted transversely behind the engine. The two front e-motors each drive one front wheel and handle torque vectoring: the third sits on the gearbox: there is NO mechanical propshaft to the front axle any more. PPI consequence: an AWD problem can never again be diagnosed as “front differential/propshaft” — it is a fully electrified front-axle system. The HV side is a genuine 400-volt system: 3.8 kWh pouch-cell battery in the tunnel, front inverters, rear inverter, onboard charger, DC/DC converter, electrified HVAC (all per Lamborghini’s rescue documentation). The structure is the CFRP monofuselage, extended for the first time fully into the FRONT of the car: over 40,000 Nm/° torsional stiffness, about 9 kg lighter than the Aventador front frame.

WHY IT MATTERS

Not a problematic car — no evidence supports that reading. What the record shows is an extremely complex, completely new car with typical early-production themes: a wiper linkage, two badly torqued oil flanges, some door gas-spring pins, one camera software configuration, and several software refinements. The biggest FUTURE unknown is the 400-volt architecture: not because it fails today, but because nobody has data on how battery, three motors, inverters and DC/DC age through 10–15 years of collector use and long standing: which is exactly why HV baselines are collected NOW. And the software baseline is probably the single most important PPI point on this car.

INSPECTION ZONES · HV & SOFTWARE FIRST

THE HV AUDIT

The first full high-voltage audit on a V12 Lamborghini: HV_BATTERY_SOH, cell-voltage deviation, isolation, battery temperature spread, front e-motor left/right, rear e-motor, front and rear inverters, DC/DC, onboard charger, charge port, regen function. The reassurance, stated precisely: NO LaFerrari-style battery accumulation exists — no “battery replacement required” series, no front-motor or inverter epidemic, no systemic hybrid power loss. But the fleet is young: HV RELIABILITY = INSUFFICIENT FLEET AGE / NO ESTABLISHED FAILURE PATTERN — never prematurely “reliable forever”. Because these cars often drive little, a documented battery baseline is already valuable today.

SOFTWARE BASELINE

Its own section, deliberately. Lamborghini published 2026 baseline software updates for MY2024 and MY2025 naming Apple CarPlay connectivity, onboard-charger DTC diagnostics and DC/DC-converter management — OEM evidence that the early software and diagnostic integration was actively developed. That does NOT prove “the DC/DC is faulty”: it proves evolution. Rule: a 2024/25 Revuelto without a demonstrably current baseline is not finally judged. Recorded: MY24/25 BASELINE COMPLETE, infotainment version, OBC software, DC/DC software, camera software, LDVI, hybrid ECU, DCT ECU. Early field observations fit the picture: sporadic software messages, infotainment and connectivity bugs, occasionally inconsistent launch-control availability (a 9,000-mile track-driven owner reports exactly that while rating engine, hybrid and DCT positively — an owner observation, not failure statistics): SOFTWARE/CONTROL MATURITY = MONITOR, never DRIVETRAIN FAILURE. On this car an old software level can cause far more trouble than a mechanical part.

V12, DCT & COOLING

The L545 is comprehensively new (combustion process, intake, exhaust, oil and water systems, valvetrain) and so far remarkably quiet: no usable population of bottom-end, valvetrain, oil-consumption, cam or cooling-related failures: L545 CORE ENGINE = NO ESTABLISHED FAILURE PATTERN — notable for an all-new 9,000+ rpm V12. The DCT replaces the ISR entirely: no systemic weakness visible, and NO Aventador clutch logic is transferred. Protocol cold: R → D → R, slow manoeuvring: warm: stop-and-go, paddles, downshifts, reverse, heat soak: adaptation, temperatures, leakage, shift quality. Cooling has hybrid-grade priority: a dedicated HV cooling circuit exists alongside the engine circuit: the audit runs ICE cooling → HV cooling → inverter/motor temperatures → battery temperature: full heat soak is mandatory — no ten-minute city PPI.

CHASSIS, DOORS & DETAILS

The car is heavier than an Aventador and carries 1,015 CV: on press, demo and early owner cars the launch/track audit runs (tyre inner shoulders, CCM heat, caliper discoloration, wheel damage, underbody). Torque-vectoring twist: with asymmetric front tyre wear, do not stop at alignment — read FRONT E-MOTOR / TORQUE VECTORING faults too. Front lift: several cycles cold and warm: no epidemic, but on a car this young, slow sinking or asymmetry = WARRANTY INVESTIGATION. Doors: after 25V477 the gas-spring pin check is generalised to EVERY Revuelto, both doors: open → hold fully up → move lightly → close: pin/ball joint, strut, mount, play, alignment, unusual sinking. Wipers: post-24V765 function test (washer, full speed, synchronicity — no dry torture) plus the 2026 service information on faster-wearing blades: the wiper system is a genuine early production/evolution area. Early build detail quality is real but small: service notes exist for a rattling bonnet gas-spring bolt and rusting non-essential washers: recorded, not dramatised.

STRUCTURE & ACCIDENT

The monofuselage raises the stakes above the Aventador: the CFRP structure extends into the front of the car — front damage no longer means “swap the aluminium subframe”: parts of the front crash structure belong to the carbon architecture. On suspicion: composite NDT, never a paint-and-gap PPI. And an accident audit must merge TWO risks: structural composite integrity AND HV-system integrity — monofuselage, front crash structure, floor, sills, battery enclosure, orange HV cables, isolation, inverters, front motors (positions per the factory rescue documentation). A repaired Revuelto requires factory/authorised composite AND HV documentation: without both, it is not a finished car.

RECALLS · FOUR CAMPAIGNS, ALL VERIFIED

24V765 & 24V945

24V765 (L74X-R.02.24), the largest so far: 455 MY2024 cars: the connecting rod between passenger wiper arm and motor could bend and separate — total wiper failure: rod replaced. 24V945 (L74X-R.03.24): exactly TWO MY2024 cars: oil-circuit connection-flange screws from cooler to tank possibly not torqued correctly: oil onto hot components, fire risk: torque checked and corrected: VERY LOW POPULATION / CRITICAL CONSEQUENCE — never turned into “Revuelto oil lines leak”.

25V477 & 26V053

25V477 (L74X-R.01.25): 27 cars, MY2024/25: the ball pin holding the scissor-door gas spring could be misassembled: a released spring lets the heavy door fall under its own weight, and Lamborghini notes the door may be harder to open in an emergency: hence the generalised both-doors PPI. 26V053 (L74X-R.01.26): seven US cars: a software/vehicle configuration could drop the camera control unit from the display logic: no field complaints, accidents or injuries were known, and improved software was already in MY2026 production — which matches the whole early picture: EARLY REVUELTO RISK = SOFTWARE/INTEGRATION MATURITY, not hardware destruction. The MY2024 and MY2025 vehicle queries return exactly these four campaigns: the VIN check runs at every car.

REVUELTO SV · THE PERFORMANCE VARIANT

FACTORY DATA

In the file since August 2026, and not a design edition: 1,963 cars (the founding-year tribute), 1,065 CV and 1,425 Nm system, 0–100 in 2.4 s, 0–200 in 6.7 s, top speed exceeding 345 km/h factory-stated (press cites up to 348: source split noted): 80 per cent more downforce than the Revuelto at 60 per cent better efficiency: Pilota mode with GT3-derived five-stage traction control: bespoke Bridgestone trio (Potenza Race semi-slick, Potenza Sport, Blizzak). Hockenheim: 1:41.6.

SV PPI BRANCHES

Three SV-specific data objects, never borrowed from the base car: BRAKES = CCM-R PLUS (420 × 40 front, 410 × 32 rear, 3D carbon structure, 200–0 km/h in 110 m) — not normal Revuelto CCM parts. DAMPERS = manually adjustable, GT3-derived: the STJ doctrine applies — settings documented, left/right symmetry, plausibility: a strangely set-up car is not defective, but the setup must make sense. And the SV release cites a 7.3 kWh battery at 190 kW against the base car's 3.8 kWh tunnel battery: carried as its own HV data object pending full factory homologation data. Field failure data: ZERO/NEAR ZERO — the SV runs as a technical baseline audit only.

MARKET POSITION · THE PREMIUM UNWINDS

STATUS

The normalisation is objectively visible: German asking-price averages fell from roughly €683k to €612k between September 2025 and August 2026 (AutoUncle, asking data): 2024/25 used cars sit around €520–640k by year, mileage and spec: MY2026 offers start near €582k. Read as the early scarcity/speculation premium unwinding — the Purosangue pattern — not as a problematic crash. MSRP discipline: never compute list-versus-used naively: Ad Personam, carbon, paint and interior can push a car far past base price: ORIGINAL MSRP, OPTIONS MSRP, TOTAL INVOICE, CURRENT ASK and TRANSACTION ESTIMATE are separate fields — a €600k ask means very different loss on a €750k build than on a modest one. The open question the file watches: where the base car lands once 1,963 SVs reach the market and the novelty bonus is fully gone.

1,015 cv

The all-new HPEV: L545 + three e-motors — and no established failure pattern anywhere yet

4

US campaigns, all verified: 455 + 2 + 27 + 7 cars — early-production detail, not disease

1,963

Revuelto SV: the founding-year run that will define where the base car's market lands

Sources: Lamborghini factory data (architecture, 825 CV at 9,250 rpm, three-motor layout, transverse DCT, monofuselage stiffness and front-structure extension, rescue documentation for HV positions, SV full specification incl. CCM-R Plus, adjustable dampers, 1,963 units, Hockenheim time); NHTSA campaigns 24V765 (455, L74X-R.02.24), 24V945 (2, L74X-R.03.24), 25V477 (27, L74X-R.01.25) and 26V053 (7, L74X-R.01.26) verified September 2026 — MY2024/25 vehicle queries return exactly these four; MY24/25 baseline software campaigns (CarPlay, OBC diagnostics, DC/DC management) and wiper/body service information per OEM bulletin sources; edition counts NA63 63 and Miura 60° Homage 99 verified, Impavido 25 per press/register data, further celebration editions noted with counts pending; market readings per AutoUncle and listing data (asking, not transaction). Cost bands deferred: the fleet is warranty-age, HV and composite work is OEM-quote territory; bands follow as the fleet exits warranty.