

MODEL FILE 31 · V12 HALO LINEAGE · LAMBORGHINI FEW-OFF
LAMBORGHINI HALO CARS

REVENTÓN · VENENO · CENTENARIO · SIÁN · FENOMENO · 2007–2026

THE GROUP IN BRIEF

THE FIVE LINES

Reventón (2007–09: 20 coupés + 15 Roadsters, Murciélago LP640 base — the first modern Lamborghini few-off) · Veneno (2013–14, the 50th-anniversary car: 3 customer coupés plus the factory Car 0, and 9 Roadsters, Aventador base) · Centenario (2016–17, Ferruccio's 100th: 20 coupés + 20 Roadsters, Aventador base, first Lamborghini rear steering) · Sián FKP 37 (63 coupés + 19 Roadsters: the first electrified Lamborghini, supercapacitor hybrid, the Revuelto's technical precursor) · and, added in verification: Fenomeno (unveiled Monterey, August 2025, for Centro Stile's 20th: 29 coupés, all sold before presentation, plus 15 Roadsters unveiled May 2026: Revuelto-based PHEV, 1,080 CV). Boundary note: the track-only few-offs (Sesto Elemento, Essenza SCV12) and the SC18/SC20/Egoista one-offs sit OUTSIDE this road-car file.

OUTSIDE THE NORMAL RANGE

These cars run outside the normal market machinery: full factory allocation to existing top clients, no classifieds, no dealer forecourts: transactions move through the factory, Polo Storico and private networks. Technically almost nothing is bespoke drivetrain: each car uses the current V12 platform (Murciélago, Aventador, Revuelto) under a largely new carbon body with heavy Ad Personam content. The value therefore sits in PROVENANCE, HISTORY, ORIGINALITY, complete DOCUMENTATION and correct DELIVERY SPECIFICATION: these are not cars you assess like an Aventador.

WHY IT MATTERS

The contrast to Ferrari's F40/F50 generation is structural: Lamborghini's modern halos are platform derivatives, so the risks sit almost entirely OUTSIDE the drivetrain. The PPI shifts deliberately from wear themes to a COLLECTOR AUDIT: a perfectly documented history with an undamaged original carbon body is worth far more than the question of whether a water pump or a damper will need replacing — and that matches how this market actually prices.

THE COMMON COLLECTOR AUDIT

MECHANICS · THE SMALL RISK

These cars drive little, are superbly maintained and usually stored in climate control: no usable statistics exist for engine, gearbox or differential failures, and none are invented. The mechanical PPI is simply the PLATFORM file: Aventador (Model File 23) for Veneno and Centenario, Revuelto (Model File 30) for the Fenomeno, the Murciélago file (pending in this register) for the Reventón.

STANDING-VEHICLE
PROTOCOL

Many halos see under 500 km per year: tyre age, battery, seals, brake fluid, fuel age, A/C, condensation and oil age are therefore checked by AGE, not mileage. Low mileage here explicitly does NOT mean better technical condition.

ACCIDENT · THE BIG RISK

The dominant value risk is not the engine: it is an accident. A repaired few-off loses substantially and permanently. The carbon audit runs on every car: UV damage, clearcoat, delamination, stone impact, resin changes, invisible repairs: at these values a non-destructive materials examination is worth commissioning on principle. Original paint is a datum of its own — and even a PERFECT respray is not automatically positive: original carbon and original paint carry enormous weight on cars built in single digits.

ORIGINALITY &
DOCUMENTATION

Checked completely: paint, carbon, interior, wheels, exhaust, software, keys, books, tools, delivery documents. Mandatory paperwork: factory build sheet, certificates, factory correspondence, invoices, service history, transport records. On runs this small, practically every car left the factory fully documented: MISSING documentation is therefore the red flag itself, not a discount line.

THE FIVE, INDIVIDUALLY

REVENTÓN

Mechanically close to the Murciélago LP640: E-Gear, clutch, differential, lift, cooling, V12 — the full mechanical PPI runs per the Murciélago file. Its firsts define the collector layer: the fully digital fighter-jet cockpit (today one of the most iconic Lamborghini instrument designs — original function and software checked), extensive carbon, and the special MATTE paint. The matte finish is the classic trap: many cars were wrongly polished, ceramic-coated, resprayed or even given gloss paint — originality damage every time. Carbon body parts are expensive and partly no longer regularly available.

VENENO

Aventador mechanics under a nearly complete new carbon body with racing-grade aero: the collector PPI is a full carbon survey — wing, front splitter, diffuser, underbody, every aero surface. With only three customer coupés, factory documentation is effectively complete BY DEFINITION: a Veneno without it is a massive red flag. Recall precision from verification: the 17V073 EVAP campaign's defect filings name the Veneno among the included Aventador-derived cars, while NHTSA's product index lists Aventador coupé/Roadster: the resolution is the standing doctrine — on a Veneno the 17V073 check runs BY VIN, never by model name.

CENTENARIO

Aventador mechanics plus the group's technical first: REAR-WHEEL STEERING, later flowed into the Aventador S: calibration, actuators, faults and geometry are weighted up accordingly. Full carbon outer skin: structure, clearcoat, delamination, stone, repairs. Telemetry and the new infotainment where fitted: original function, software, GPS, track history. And the verified correction to "halos have no recalls": 18V244 (L73XR0118), 11 US cars, an incorrect weight limit on the certification label — mechanically trivial, but it proves the halo sheet is TINY, not empty.

SIÁN FKP 37

Historically probably the most important car of the group: the first electrified Lamborghini, the first supercapacitor hybrid, the Revuelto's precursor. The hybrid doctrine mirrors the Countach LPI file: NOT a battery — a supercapacitor with 48-volt system: no lithium-ion SOH block, instead supercap voltage, charge and discharge function, hybrid control, DC/DC, recuperation. Register note, correcting the dossier's assumption: no separate Sián file exists in this register yet — the model is carried fully here, and can be split into its own file on demand.

FENOMENO

The verification addition and newest member: Revuelto-based PHEV, 1,080 CV system (835 PS V12 plus three e-motors), 3.8 kWh battery, 1,772 kg dry: 29 coupés and 15 Roadsters (about €5 million each), all sold out around presentation. The Revuelto doctrines apply on top of the collector audit: software baseline, HV audit, dual composite-plus-HV accident logic. Field data: ZERO — a pure baseline car.

RECALLS · THE BY-VIN DOCTRINE

TINY, NOT EMPTY

No Urus- or Revuelto-style model-wide campaign series exists for this group — but the sheet is not blank: the Centenario carries 18V244 (verified, 11 cars), and the Veneno sits in the 17V073 filings. Lamborghini itself points to the VIN query for individual campaigns. The structural rule: at 12 to 83 cars per model, campaigns are publicly near-invisible: OEM_RECALL_CHECK runs BY VIN at every single car, always — the Icona-round lesson.

MARKET & HANDLING · A SPECIAL PROTOCOL

STATUS

No market bands will be modelled for this file: there are no listings to model. Auction results and factory-brokered private transactions are the only price signals: AUCTION_HISTORY and MARKET_PROVENANCE are recorded per car. The checklist declares itself a SPECIAL PROTOCOL: a collector audit with a factory-examination rule — these cars run outside the normal range.

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Road-going few-off lines from Reventón to Fenomeno: platform mechanics, unicorn bodies

3+9

Customer Venenos: documentation is effectively complete by definition — its absence is the red flag

11

Centenario cars in the one verified US campaign: the halo sheet is tiny, not empty

Sources: Lamborghini factory/heritage and register data (Reventón 20+15, Veneno 3 customer coupés + Car 0 + 9 Roadsters, Centenario 20+20, Sián 63+19, Fenomeno 29+15, Revuelto basis) verified September 2026; NHTSA 18V244 verified (11 Centenario, L73XR0118); 17V073 Veneno per campaign filings, resolved by-VIN; platform mechanics per Model Files 23 and 30, Murciélago file pending; track-only few-offs and one-offs held outside this file. No cost or market bands: factory quotes and auction/private transactions are the only references at this level.