

# LAMBORGHINI REVUELTO

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*The electrified twelve - Lamborghini's hybrid V12 flagship, drama and a new question*

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## 1,015 CV

NA 6.5 V12 + three e-motors  
- Lamborghini's most powerful series car

## 2.5 s to 100

Mid-engine V12 plug-in hybrid, AWD - top speed 350 km/h

## 2023

Aventador's successor; Lamborghini's first plug-in hybrid; deliveries 2024

## Electrified V12

Drama preserved - and a new question about how it ages

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## 01 EXECUTIVE SUMMARY

The Lamborghini Revuelto is the brand's flagship and the successor to the Aventador - and it opens the Lamborghini section of this series. It is a mid-engined, naturally aspirated V12 paired, for the first time in a series Lamborghini twelve, with a plug-in hybrid system: three electric motors, a new transverse dual-clutch gearbox and all-wheel drive, for a combined 1,015 CV. It is spectacular - theatrical to look at, ferociously fast, and, by the accounts of the reviewers who have driven it, the most capable and best-resolved V12 Lamborghini yet.

This paper is written from a particular vantage point, declared plainly: the author is a Ferrari owner and enthusiast, not a Lamborghini specialist (but a car guy first and foremost), and has neither seen nor driven a Revuelto. It is therefore a research-led paper, built on Lamborghini's own technical material, the professional road-test record, documented owner and repair experience, and European and US market data. The aim is to learn the car honestly, drama and reservations alike.

### Key Finding

A genuine flagship, and a real leap. The Revuelto keeps a naturally aspirated 6.5-litre V12 - now electrified to 1,015 CV - and reviewers consistently rate it the most composed and complete V12 Lamborghini ever; many describe it as the closest the marque has come to Ferrari's level of chassis refinement, while keeping the drama. 0-100 km/h in 2.5 seconds; top speed 350 km/h.

Much easier to live with than the Aventador - but not flawless. The dual-clutch gearbox and an electric city mode make it far more usable; against that sit isolated reports of quality and software niggles, two 2024 recalls, tight storage, and a busy cabin interface.

The real question is how it ages. As a complex plug-in hybrid with a carbon monocoque, the Revuelto is expensive and difficult to repair after a serious accident - the post-crash electronic lock and pyrotechnic battery cut-out are now well documented - which, with battery longevity, is currently the main unknown of long-term ownership.

## 02 THE MARQUE AND THE CAR

*A different breed from Maranello - and the latest in a long V12 line.*

Lamborghini is a different kind of company from Ferrari, and always has been. Ferruccio Lamborghini built his fortune on tractors and industrial machinery, and - according to the well-known account - turned to building cars after a dispute with Enzo Ferrari over the clutch in his own Ferrari was waved away; he set out to build a better grand tourer, and the 350 GT of 1964 followed. From the start the cars were named, by tradition, after fighting bulls - Revuelto among them, the word also carrying a sense of 'scrambled' or 'unruly' in Spanish - and the house character has been consistent ever since: theatrical, extrovert, wedge-shaped and aerospace-inspired, less concerned with finesse than with spectacle.

The Revuelto is the latest link in a long V12 line: Lamborghini's V12 lineage runs from the front-engined 350 GT through the Miura - where the mid-engined flagship line begins - and on through the Countach, Diablo, Murcielago, Aventador, and now this car. Revealed in 2023 in Lamborghini's sixtieth-anniversary year and delivered from 2024, it is the Aventador's successor and the brand's first series plug-in hybrid, what Lamborghini calls a High Performance Electrified Vehicle. The wedge is still a wedge; what is new is the powertrain beneath it, and the question that comes with it.

**THE LAMBORGHINI CHARACTER**

Lamborghini should be judged on its own terms. Where Ferrari has chased technical purity and outright dynamic precision, Lamborghini has traditionally prioritised emotional theatre, visual drama and the sound and feel of a big naturally aspirated engine. The cars are designed to be events first and instruments second. Throughout this series, each Lamborghini is assessed against that philosophy - what it sets out to be - rather than held to Ferrari's different brief.

## 03 DESIGN

*The spaceship made real - angular, aerospace, unmistakably Lamborghini.*

The Revuelto looks, to most eyes, like a jet fighter or a spaceship - and that is the point. Lamborghini calls the design language a 'Space Race,' and the car wears it literally: sharp, faceted surfaces, a strong central spine running nose to tail, a Y-motif in the lights, scissor doors, hexagonal exhausts exiting high at the rear, and an exposed V12 displayed under glass like a trophy. It is theatrical in a way few cars are, and even an observer who finds the broader Lamborghini design language repetitive - one wedge after another - tends to concede that this one has genuine presence. The cabin continues the theme: a fighter-jet driving position and three linked screens (driver, central and a passenger display) governed by a single interface.

Lamborghinis have historically asked the driver to accept compromise - poor visibility, awkward ergonomics, controls in unexpected places - in exchange for theatre. The Revuelto eases much of that, with wider door openings and a more habitable cabin, but it does not escape it entirely: almost every control lives on the steering wheel - there are no column stalks, so indicators, wipers, modes and the hybrid functions are all crowded onto the wheel - the portrait central screen is not the most intuitive, and rearward visibility is still limited. The theatre is intact; the usability is improved rather than transformed.

## 04 ENGINE AND POWERTRAIN

*A naturally aspirated V12 - kept alive by electrification.*

At the centre is a new 6.5-litre naturally aspirated V12 - an evolution of the L539 family architecture rather than a clean sheet - rotated 180 degrees versus the Aventador's and mated, for the first time on a Lamborghini twelve, to an eight-speed transverse dual-clutch gearbox. The engine alone produces around 825 CV and revs to roughly 9,500 rpm; three electric motors then join it - two axial-flux units driving the front wheels (providing all-wheel drive and torque vectoring) and one at the gearbox - for a combined 1,015 CV. A small 3.8 kWh battery allows a few kilometres of electric running and a silent city mode; there is no reverse gear, reverse being handled electrically. The result, on Lamborghini's figures, is 0-100 km/h in 2.5 seconds and a 350 km/h top speed, with what Lamborghini quotes as the best weight-to-power ratio in its history (around 1.75 kg/CV, manufacturer-quoted and varying slightly by configuration).

The significance is bigger than the numbers. Electrification is what allows the naturally aspirated V12 - an engine type now almost extinct - to survive emissions rules and keep its character: the hybrid hardware fills the low and mid-range, but the V12's voice and its long climb to 9,500 rpm remain the event. The whole car is built around a carbon-fibre 'monofuselage' monocoque - on Lamborghini's figures around 10 percent lighter and 25 percent stiffer in torsion than the Aventador's - with carbon-ceramic brakes as standard. It is a genuinely advanced piece of engineering - and, as section six discusses, that complexity has a cost.

| Technical specification |                                                                                     |
|-------------------------|-------------------------------------------------------------------------------------|
| Layout                  | Mid-engined V12 plug-in hybrid (HPEV); all-wheel drive via front e-axle             |
| Engine                  | New 6,498 cc naturally aspirated V12 (L539-derived; ~825 CV alone); ~9,500 rpm      |
| Electric                | Three motors (two front axial-flux, one at gearbox); 3.8 kWh battery; EV mode       |
| System output           | 1,015 CV combined; transverse 8-speed dual-clutch; electric reverse                 |
| 0-100 / top speed       | 2.5 s / 350 km/h; ~1.75 kg/CV (Lamborghini-quoted, best-in-history claim)           |
| Structure               | Carbon 'monofuselage' monocoque (~10% lighter, ~25% stiffer); carbon-ceramic brakes |
| Launch                  | Revealed 2023 (60th anniversary); Aventador successor; deliveries from 2024         |

Sources: Lamborghini press and technical material; corroborated against the road-test record and automobile-catalog data. Output and timing are manufacturer figures.

## 05 DRIVING AND PERFORMANCE

*The closest a Lamborghini has come to Ferrari - and far easier to live with.*

The professional verdict is strikingly consistent: the Revuelto is a transformational step over the Aventador. Where the old car was thrilling but crude - a clumsy single-clutch gearbox, a spine-jarring ride, mechanical four-wheel drive that fought the driver - the Revuelto is composed, fluent and deeply fast. Many reviewers describe it as the closest Lamborghini has come to Ferrari's level of chassis refinement: the dual-clutch gearbox shifts cleanly, the damping is genuinely plush even on broken roads, the steering is quick but calm, and the V12's climb to 9,500 rpm is described again and again as the highlight - the musicality the whole car is built to deliver. Acceleration dominates, but the bigger surprise is the polish.

It is also far more usable day to day. The electric city mode lets it slip silently through town, the seats and cabin space are much improved, and a nose-lift helps with ramps. The reservations are real but secondary: the low-speed brakes are grabby, the ride is firm in town, and at least one major test found grip and braking limited by the standard tyres - the bespoke Bridgestone Potenza Sport run-flats, which lean toward everyday usability and puncture reassurance rather than ultimate track adhesion. Storage is minimal (a 112-litre front boot), the seat does not slide far back for very tall drivers, and the wheel-mounted controls and portrait touchscreen are not the easiest to use on the move. None of this undoes the achievement; it is a flagship V12 supercar that is genuinely theatrical and, for the first time from this quarter, genuinely easy.

## 06 THE HYBRID QUESTION - SERVICE AND REPAIR

*The drama is easy; the long-term ownership is the unknown.*

The Revuelto's hardest question is not how it drives but how it will age and how it is repaired - the same question hanging over Ferrari's hybrids, and the subject of an earlier Marque Intelligence paper on hypercar right-to-repair. The mechanism is now well documented. After a significant impact the car triggers a 'crash shut-off' and a pyrotechnic fuse physically severs the high-voltage circuit; crash data is then written into the battery-management computer, and the car will not restart. In the most public case, a privately rebuilt Revuelto could not be revived until Lamborghini's process was followed, with the maker's position being that the crash data could not simply be erased and a complete new hybrid battery - on the order of £35,000, and requiring factory authorisation to fit - was required.

**WHY A SMALL ACCIDENT BECOMES A LARGE PROBLEM**

Two features compound each other. First, the safety electronics: the pyrotechnic battery cut-out and the crash-data lock are designed to protect occupants and first responders, but they also disable the car in a way only the manufacturer can readily reset, and a battery replacement requires factory authorisation. Second, the structure: the carbon-fibre monocoque is light and stiff but extremely expensive to repair, and individual parts are priced accordingly (a door frame alone runs to five figures). The result is that even a moderate front-corner impact can turn a running car into a months-long, six-figure project - and, outside the dealer network, a deeply uncertain one. This is the right-to-repair problem in its sharpest modern form.

This must be kept in proportion: it is a post-accident repair problem, not a sign that the Revuelto is unreliable in normal use. For an owner simply driving and maintaining the car, none of it bites - Lamborghini's network and warranty cover the routine, and the marque's travelling specialist technicians are a partial mitigator, bringing factory expertise to the car. It matters at the edges: after a serious accident, for an out-of-network repair, and over the long term, where the durability and replacement cost of the high-voltage battery are currently unknown for a car this new. That, rather than any day-to-day fragility, is the real long-term reservation, and it is honest to state it plainly.

## 07 OWNERSHIP, RELIABILITY AND SERVICE

### *Isolated early reports - and a real, if shorter, maintenance package.*

As a brand-new and highly complex car, the Revuelto has drawn some isolated early reports worth noting, on a still-small sample. The road-test and owner record notes occasional electrical and software glitches - including at least one high-profile total electrical shutdown that stranded a car - alongside some criticism of paint and finish quality on a seven-figure machine, and two 2024 recalls (improperly tightened engine oil-circuit flange screws, and a passenger wiper linkage that could fail). Lamborghini supports the car partly through travelling specialist technicians, which tells its own story about the complexity involved. None of this is unusual for the first build years of a technically ambitious car, and the sample remains tiny, but a buyer of an early example should expect some teething and insist on a thorough pre-purchase inspection and complete history.

On service provision, Lamborghini does run a programme - contrary to a common assumption that only Ferrari does. The Revuelto comes with a five-year or 75,000 km 'Manutenzione Originale' scheduled-maintenance plan, a three-year vehicle warranty, and a separate eight-year or 160,000 km warranty on the high-voltage battery. It is less generous than Ferrari's seven-year maintenance, but it is real, and the battery cover in particular is reassuring given the concerns above. As with such plans, it covers scheduled servicing only - not wear items such as tyres, brakes and clutches. Running costs otherwise are what the segment implies: premium fuel, specialist insurance, costly tyres and brakes, and dealer-level service rates.

## 08 MARKET - EUROPE AND THE US

*Launched hot, now normalising - a series car, not a numbered rarity.*

The Revuelto launched at around USD 604K in the US and roughly EUR 517K in Europe before options, though 2025 cars climbed well beyond that - to the USD 700-810K range once mandatory options and US tariffs were added - and a heavily optioned car can approach USD 1M. Crucially, it is a series-production model, not a numbered limited edition: Lamborghini does not publish per-model volumes, but the car is built in meaningful numbers, and that matters for how values behave.

The arc so far is a familiar one: a normalisation following launch premiums. At launch, demand outran supply - multi-year waiting lists, allocations steered to existing clients, and early cars changing hands above sticker. Through 2025 that eased markedly as supply caught up: US trade chatter describes cars trending back toward, and in cases below, list, dealers offering mid-USD 500Ks on trade-ins, and European prices softening as the flipping premium evaporated. CLASSIC.COM's recorded sales average around USD 638K, within a wide band from roughly USD 333K to USD 825K that reflects spec, mileage and timing more than any settled value - and the USD 333K low is almost certainly a damaged or distressed car rather than a representative example. The honest reading is that the early premiums have largely gone and the Revuelto appears to be settling into the depreciation curve typical of a high-volume flagship supercar rather than appreciating as a rarity - with the repair and battery questions of the previous sections a real risk to longer-term values.

Market reference points (approximate, 2026; mixed currencies as quoted)

|                |                          |                                               |
|----------------|--------------------------|-----------------------------------------------|
| New (US, 2025) | ~USD 604K base           | Optioned / tariff cars ~USD 700-810K+         |
| New (Europe)   | ~EUR 517K base           | Before options                                |
| Average sale   | ~USD 638K (CLASSIC.COM)  | Wide spread by spec and timing                |
| Recorded range | ~USD 333K - 825K         | Low likely damaged / distressed, not the norm |
| Trend          | normalising through 2025 | Early over-sticker premium largely gone       |

Methodology and a note on values

Pricing reflects Lamborghini and dealer list data, CLASSIC.COM recorded sales, and US and European market commentary; figures vary widely with specification, options, mileage and region, and are reported as quoted rather than normalised across currencies. Lamborghini does not disclose per-model production. Forward-looking remarks are the author's reading of a moving market, not a forecast, and nothing here is investment advice.

## 09 SYNTHESIS

*The electrified twelve - spectacular and resolved, with a long-term question.*

The Revuelto is a genuine achievement: a naturally aspirated V12 kept alive by electrification, wrapped in Lamborghini's most theatrical, fighter-jet styling, and - the real news - finally given the chassis polish and everyday usability the Aventador never had. As an experience it is hard to beat for theatre, and as a car it is far better resolved than its reputation as a show-off's supercar would suggest. For a buyer who wants the most extrovert possible flagship V12 supercar and the occasion that comes with it, it delivers completely.

The reservations are about ownership over time, not about the car in the moment. It is complex, expensive and - after a serious accident - difficult to repair outside the network, the long-term durability and cost of its hybrid system are still unknown, and its market is softening from early highs rather than appreciating. Bought to be driven and enjoyed, with eyes open to the repair and battery questions, it is a spectacular

thing. Bought as an investment, it is a far more uncertain proposition. This paper opens the Lamborghini line in the series; the marque's other cars follow.

**BOTTOM LINE**

Lamborghini's electrified V12 flagship: a 1,015 CV, naturally aspirated, plug-in-hybrid super sports car that is ferociously fast, genuinely theatrical, and - for the first time from this marque - composed and usable enough to drive every day. The caveats are long-term: costly and difficult post-crash repair, an unproven hybrid battery over time, and a normalising market. A magnificent car to experience; a cautious one to bank on. Buy it to drive, not to flip.

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**SOURCES**

Lamborghini press and technical material (Revuelto; HPEV powertrain; maintenance and warranty terms). Specifications corroborated against the professional road-test record (Top Gear, Carwow, Edmunds and others) and automobile-catalog data; reliability, recall and repair detail from owner reports, recall notices and documented rebuild cases; market levels from CLASSIC.COM and European and US dealer and auction data. The right-to-repair discussion draws on an earlier Marque Intelligence paper. Lamborghini does not disclose per-model volumes; figures are from public sources.

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Author. Uwe Riemeyer, Marque Intelligence (an IMP InterMediaPartners venture, est. 1976). Disclosed bias: the author is a Ferrari owner and enthusiast - currently a Ferrari 488 GTB and GTC4Lusso T, previously an FF - and is not a Lamborghini owner or specialist; he has neither seen nor driven the Revuelto, and this paper is accordingly research-led rather than drawn from personal experience of the car. It is research and commentary, not investment advice; collector-car values are volatile and illiquid, and any purchase decision is the reader's own.