

Lamborghini Revuelto: Dawn of the Electrified Bull - An Expert Analysis

I. Introduction: A New Era for the Raging Bull

The arrival of the Lamborghini Revuelto marks a pivotal moment in the storied history of the Sant'Agata Bolognese marque. As the direct successor to the long-reigning Aventador, the Revuelto concludes one chapter while dramatically initiating another in the lineage of Lamborghini's flagship V12 supercars.¹ This lineage, stretching back 60 years, includes legendary names such as the Miura, Countach, Diablo, and Murciélago, each defining its era.³ The Revuelto carries the weight of this heritage but does so with a revolutionary approach, stepping boldly into the future.

Central to the Revuelto's significance is its designation as Lamborghini's first true plug-in hybrid supercar, officially termed an HPEV – High Performance Electrified Vehicle.¹ This distinguishes it fundamentally from the mild hybrid systems employed in limited-run models like the Sián FKP 37 and Countach LPI 800-4, which primarily offered low-speed drivability enhancements.¹ The Revuelto's adoption of a plug-in hybrid architecture represents a core element of Lamborghini's "Direzione Cor Tauri" electrification strategy.⁹ This strategy navigates the complex challenge of balancing the brand's iconic V12 heritage with the escalating demands for reduced emissions and the relentless pursuit of higher performance.⁵ It is a calculated response to industry pressures, choosing hybridization not merely for compliance, but as a means to amplify the traditional Lamborghini V12 experience. This deliberate blending of tradition and innovation is reflected even in the car's name. "Revuelto" references a Spanish fighting bull from the 1880s, adhering to Lamborghini tradition, but the word also translates from Spanish as "mixed up" or "scrambled," aptly capturing the essence of its hybrid powertrain.¹

From its inception, Lamborghini positioned the Revuelto not just as a successor, but as a vehicle intended to redefine benchmarks in performance, technology, and driving exhilaration.⁵ The designation HPEV itself underscores this ambition, framing the complex electrification primarily as a performance multiplier. While acknowledging the necessity of addressing emissions⁷, the engineering focus clearly prioritizes harnessing hybrid technology for unprecedented power and dynamic capability, setting the stage for a supercar that promises to push beyond previous limitations.

II. Powertrain Architecture: The Hybrid Heart

The Revuelto's powertrain is a fascinating amalgamation of Lamborghini's V12

tradition and cutting-edge electrification, meticulously engineered to work in synergy.

- **The Naturally Aspirated V12 Core (L545 Engine):**
At the heart of the Revuelto lies an all-new, naturally aspirated 6.5-liter V12 engine, designated L545.1 Retaining the 6498.5 cc displacement¹, this engine represents a significant evolution. It produces a formidable 814 horsepower (825 PS or 607 kW) at a screaming 9,250 rpm, with peak torque reaching 535 lb-ft (725 Nm) at 6,750 rpm.¹ Perhaps most indicative of its character is the exceptionally high redline of 9,500 rpm, inviting drivers to explore the upper reaches of its powerband.³ Technical enhancements abound, including reworked air intakes, optimized combustion chambers for greater efficiency, improved exhaust fluid dynamics reducing backpressure at high revs, and an increased compression ratio of 12.6:1 (up from the Aventador's 11.8:1).¹ The engine utilizes a dry sump lubrication system¹⁰ and is notably lighter than its predecessor, shedding approximately 17 kg (37 lbs) for a total engine weight of 218 kg.³ In a fundamental packaging shift, the engine has been rotated 180 degrees compared to its orientation in the Aventador.³ It retains the classic Lamborghini V12 firing order: 1-7-4-10-2-8-6-12-3-9-5-11.¹³
- **The Electric Trio: Motors and Drive:**
Complementing the V12 are three electric motors.¹ The front axle houses two compact axial flux motors, one driving each front wheel.⁷ This configuration enables all-wheel drive and sophisticated electric torque vectoring, actively distributing power side-to-side for enhanced traction and cornering agility.¹³ Each front motor produces approximately 147-150 hp (110 kW) and 254-258 lb-ft of torque, contributing to a combined front e-axle output of 220 kW.¹⁰ The third electric motor, a radial flux unit, is ingeniously integrated into the housing of the new eight-speed dual-clutch transmission at the rear (P2-P3 position).⁷ This motor generates around 147-150 hp (110 kW) and 110 lb-ft of torque.¹⁰ It serves multiple roles: acting as the starter motor for the V12, functioning as a generator to recharge the battery, and providing electric boost and torque fill to the rear wheels.¹⁸ While the individual motors have significant potential, the total peak power deliverable by the electric system at any given moment is limited by the battery's output capacity to approximately 187 hp (190 PS / 140 kW).¹
- **Battery and Hybrid System:**
The electric motors draw power from a lithium-ion battery pack utilizing pouch cells, specifically chosen for their high specific power output (rated at 4500 W/kg).¹ The battery has a nominal capacity of 3.8 kWh¹, with a likely usable capacity around 3.4 kWh.¹³ This capacity is relatively modest compared to rivals like the Ferrari SF90 or McLaren Artura.²⁰ This strategic choice underscores that

the hybrid system prioritizes power delivery and rapid energy cycling over extended electric range. The battery is cleverly packaged within the central tunnel of the car, occupying the space previously taken by the Aventador's transmission.³ This packaging revolution, involving the 180-degree engine rotation and the new transmission placement, was fundamental to integrating the hybrid components while maintaining balance and improving interior ergonomics.¹⁶ The Revuelto is a plug-in hybrid (PHEV), capable of charging via a Level 2 AC charger (up to 7 kW), taking approximately 30 minutes for a full charge.¹ The charging port is located somewhat inconveniently within the front storage compartment ('frunk').¹³ Reflecting the performance focus, the V12 engine itself can rapidly recharge the battery in just six minutes, ensuring the electric boost is readily available.¹³ Regenerative braking further supplements battery charging.¹⁸ DC fast charging is not supported, a decision made to minimize system weight.²⁰ Consequently, the all-electric driving range is very limited, estimated by the EPA at just 5-6 miles.¹³ This range is primarily functional for silent start-ups, low-speed urban maneuvering in "Città" mode, or providing immediate power bursts during performance driving.¹³

- Combined Power and Transmission:

The synergy between the V12 and the three electric motors results in a staggering total system output of 1001 horsepower (US measure) or 1015 CV (metric).¹ (Note: Sources show slight variations in combined torque figures, ranging from 783 lb-ft 1 to 1044 lb-ft 23; the higher figure likely represents transient peaks). This immense power is channeled through an all-new 8-speed dual-clutch transmission (DCT).¹ This marks a significant departure from the Aventador's much-criticized automated single-clutch ISR (Independent Shifting Rod) gearbox, promising vastly improved shift speed, smoothness, and refinement.¹⁶ The DCT is mounted transversely behind the V12 engine.³ Uniquely, the Revuelto forgoes a traditional mechanical reverse gear; reversing maneuvers are handled entirely by the front electric motors.⁴ The hybrid system is thus not merely an addition but an integral enabler, providing the instant torque fill needed to complement the high-revving V12, smooth out power delivery, and allow for emission-free operation in specific scenarios, thereby facilitating the V12's continued existence.¹⁴

The following table summarizes the key specifications of the Revuelto's complex powertrain:

Table 1: Lamborghini Revuelto Powertrain Specifications Summary

Component	Type / Details	Displacement / Capacity	Max Power (hp / PS / kW)	Max Torque (lb-ft / Nm)	Key Features
V12 Engine (L545)	Naturally Aspirated V12	6.5 L / 6498.5 cc	814 / 825 / 607 @ 9250 rpm	535 / 725 @ 6750 rpm	9500 rpm redline, 180° rotation, Dry Sump, 12.6:1 Compression ¹
Front E-Motors (x2)	Axial Flux AC Motors	N/A	~147 / 150 / 110 (each)	~254 / 344 (each)	E-axle, Torque Vectoring, Regen Braking ¹⁰
Rear E-Motor	Radial Flux AC Motor (P2-P3)	N/A	~147 / 150 / 110	~110 / 149	Integrated in DCT, Starter/Generator, Torque Fill ¹⁰
Battery	Lithium-ion, Pouch Cells	3.8 kWh (nominal)	187 / 190 / 140 (peak output limit)	N/A	High Specific Power (4500 W/kg), Central Tunnel Mount ¹
Combined System	V12 + 3 E-Motors (PHEV)	N/A	1001 / 1015 / 747	~783-1044 / 1062-1415	8-Speed DCT, AWD, Plug-in Charging ¹

III. Performance Unleashed: Metrics and Dynamics

The sophisticated hybrid powertrain translates into breathtaking performance figures, pushing the boundaries of what is expected from a road-going supercar.

- **Acceleration:**
Lamborghini officially claims the Revuelto accelerates from 0 to 100 km/h (0-62 mph) in a mere 2.5 seconds.¹ The benchmark sprint from 0 to 200 km/h (0-124

mph) is quoted as being achieved in "less than 7 seconds" 7, with various sources citing specific times between 6.6 seconds 1 and 7.0 seconds.30 Independent testing by publications like Car and Driver has yielded even more impressive results, consistently recording 0-60 mph times of just 2.2 seconds.13 This tested time is significantly quicker than the official 0-100 km/h claim, suggesting either conservative manufacturer figures or optimal launch conditions enabled by the instant electric torque. The same tests saw the Revuelto reach 100 mph in 4.6 seconds and a blistering 150 mph in 9.9 seconds, covering the quarter-mile in 9.7 seconds at 148 mph.13 These figures place the Revuelto firmly among the quickest accelerating production cars in the world.

- **Top Speed:**
The official maximum speed is stated conservatively as exceeding 350 km/h (approximately 217 mph).1
- **Braking System:**
Bringing the Revuelto's considerable mass and velocity under control is a standard Carbon Ceramic Brakes Plus (CCB Plus) system.10 This comprises massive 410x38 mm discs with 10-piston calipers at the front, and 390x32 mm discs paired with 4-piston calipers at the rear.1 These represent an increase in size compared to the Aventador's brakes.16 The system incorporates regenerative braking, seamlessly blending it with the friction brakes to recuperate energy for the battery.18 This integration, often a challenge in high-performance hybrids, has been lauded by reviewers for its natural feel under hard use, inspiring confidence.22 Some testers noted a degree of initial sharpness or grabbiness at lower speeds, a common characteristic of large carbon-ceramic systems, but this did not detract from the overall effectiveness.22 Car and Driver measured braking distances of 154 feet from 70-0 mph and 290 feet from 100-0 mph.19 The successful calibration of this complex braking system is a critical achievement, ensuring predictable and powerful deceleration commensurate with the car's performance potential.

The following table compares the official performance claims with independently tested results:

Table 2: Lamborghini Revuelto Key Performance Metrics (Official vs. Tested)

Metric	Official Claim	Tested Result (Source: Car and Driver)
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0-100 km/h (0-62 mph)	2.5 s ¹⁰	N/A
0-60 mph	N/A	2.2 s ¹³
0-200 km/h (0-124 mph)	< 7.0 s (6.6s - 7.0s reported) ¹	N/A (0-100 mph: 4.6 s, 0-150 mph: 9.9 s) ¹³
1/4 Mile	N/A	9.7 s @ 148 mph ¹³
Top Speed	>350 km/h (>217 mph) ¹	>217 mph (mfr claim) ²³
Braking, 70-0 mph	N/A	154 ft ²³
Braking, 100-0 mph	N/A	290 ft ²³
Lateral Acceleration (Skidpad)	N/A	1.10 g - 1.12 g ²³

IV. Chassis, Handling, and Aerodynamics: Engineering Agility

Underpinning the Revuelto's performance is a sophisticated chassis and suspension system designed to manage immense power while delivering newfound agility and control, alongside advanced aerodynamics.

- The "Monofuselage" Chassis:
Lamborghini introduces a novel chassis concept termed "monofuselage," extending the carbon fiber monocoque structure forward to integrate the front frame.¹⁷ This aeronautics-inspired design utilizes multi-technology carbon fiber, including Forged Composites for the front structure – a process noted for being more sustainable than traditional methods.¹ While the rear subframe supporting the powertrain remains aluminum, key members are now hollowed to save weight.¹⁶ This advanced construction results in a monocoque that is 10% lighter (total 188 kg) yet boasts a 25% increase in torsional rigidity (rated at over 40,000 Nm/degree) compared to the Aventador's chassis.¹ The Forged Composites front frame is also 20% lighter than the Aventador's previous aluminum equivalent.¹
- Suspension and Steering:
The Revuelto departs from the Aventador's complex pushrod suspension system.¹³ It adopts a more conventional, yet highly advanced, front and rear double wishbone layout.¹⁰ This setup incorporates Lamborghini Magneride (LMR) magnetorheological adaptive dampers, which continuously adjust damping force

based on driving conditions and selected mode.¹⁰ This shift in suspension philosophy likely prioritizes a broader dynamic range, offering significantly improved ride comfort, particularly in softer settings like Strada mode, while maintaining sharp control for performance driving, and potentially aiding packaging around the hybrid components.¹³ Steering is managed by an Electric Power Steering (EPS) system, praised by reviewers for its precise tuning.¹⁰ Crucially, the system incorporates rear-wheel steering, which enhances low-speed maneuverability and high-speed stability.¹³

- **Weight and Dynamics:**

The integration of the hybrid system inevitably adds mass. The Revuelto's dry weight is quoted at 1,772 kg (3,907 lbs) ¹, with curb weight estimates ranging from approximately 1,880 kg (4,145 lbs) ¹ up to 4,290 lbs (1,946 kg) depending on specification and fluids.¹³ This represents a significant increase of roughly 222 kg (490 lbs) in dry weight compared to the final Aventador Ultimae, primarily due to the battery (~70 kg), electric motors and power electronics (~80 kg), and the heavier DCT/rear motor assembly (~114 kg), offset slightly by removing the Aventador's front differential and propshaft.¹⁶ Despite this substantial weight gain, a consistent theme in reviews is the Revuelto's remarkable agility and handling prowess, often described as feeling much lighter and nimbler than its predecessor.¹³ This apparent paradox is a testament to the effective integration of its advanced technologies. The stiffer chassis, adaptive dampers, rear-wheel steering, and particularly the electric torque vectoring across the front axle work in concert to actively manage the car's mass, sharpen turn-in, mitigate understeer, and enhance stability.¹³ The car effectively "drives smaller than it is" ³³, masking its physical weight through sophisticated electronic and mechanical intervention. Grip levels are high, with tests recording lateral acceleration between 1.10g and 1.12g on the standard Bridgestone Potenza Sport run-flat tires.¹³ Standard fitment is 265/35 ZR20 front and 345/30 ZR21 rear, with larger 21/22-inch options available.¹⁰

- **Aerodynamic Design:**

Lamborghini states the Revuelto features a "shifted aerodynamics paradigm" focusing on efficiency, component synergy, integration (like brake cooling), and incorporating aerodynamic elements into the design from the outset.¹⁰ The primary goal is to combine high downforce for stability and grip with minimized drag for top speed.⁴ A key element is the active rear wing, which automatically adjusts its position through three settings based on driving mode and dynamic conditions to optimize the aerodynamic balance.¹ Lamborghini claims significant downforce improvements compared to the Aventador Ultimae.³ While some sources mention Lamborghini's ALA (Aerodinamica Lamborghini Attiva) system in

relation to the Revuelto 1, detailed descriptions focus primarily on the active wing rather than the complex internal ducting and flap systems characteristic of ALA 2.0 found on the Huracán Performante and Aventador SVJ.³⁷ This suggests the Revuelto employs sophisticated active aerodynamics centered around the wing and overall body shaping, potentially representing an evolution or simplification compared to the full ALA system's aero-vectoring capabilities.⁴⁰

V. Design Language: Aerospace Meets Asphalt

The Revuelto's visual identity is a dramatic statement, blending established Lamborghini design cues with a futuristic, aerospace-inspired aesthetic.

- **Exterior Styling:**
The design philosophy aims to honor Lamborghini tradition while forging a new stylistic path.⁷ The iconic single center line silhouette and wedge shape remain, ensuring immediate recognition as a flagship Lamborghini.¹⁰ However, the surfaces are more complex, characterized by sharply sculpted lines, smooth negative radiuses, and an overall inspiration drawn from aerospace elements and "space race" concepts.⁷ The signature Y-shape motif is a recurring theme, prominently featured in the LED Daytime Running Lights (DRLs) and taillights, creating a distinct visual signature day or night.¹ The hooded headlights, set beneath a long hood line, draw inspiration from Lamborghini's sister brand, Ducati, specifically the Panigale superbike.⁸ Lamborghini's trademark scissor doors are retained, adding to the dramatic entry and exit experience.¹ A defining feature, mandated by CEO Stephan Winkelmann, is the fully exposed V12 engine at the rear, celebrating the mechanical heart of the machine as a core design element.¹ The rear view is dominated by this exposed engine, large hexagonal center-exit exhaust pipes mounted high between the taillights, the active rear wing, and a substantial diffuser designed for aerodynamic efficiency.¹ While generally praised for its impact, some subjective criticisms regarding the rear styling have emerged in online forums.⁴¹ The front features a deep splitter and large intakes, with visible spherical radar sensors hinting at the increased level of onboard technology.³ Some observers noted the vulnerability of the exposed front radiators, though these primarily serve the air conditioning system.²⁰
- **Materials and Construction:**
Reflecting its high-performance nature and focus on weight management where possible, the Revuelto makes extensive use of advanced materials. The main body panels are crafted from carbon fiber.¹ The doors utilize aluminum ¹⁰, while the front and rear bumpers are made from thermoplastic materials.¹⁰
- **Customization (Ad Personam):**

Personalization is a key aspect of the Revuelto ownership experience, facilitated through Lamborghini's Ad Personam program and detailed online configurator.¹⁰ The range of options is vast, allowing buyers to create highly individualized vehicles. This includes an extensive palette of standard and Ad Personam exterior paint colors (examples include Viola Aletheia and Bronzo Zante) ⁴³, multiple designs and finishes for the forged alloy wheels (like Altanero and Triguero) ⁴³, various brake caliper colors ⁴³, optional exterior livery stripes and detailing ⁴³, exterior style packages (such as High Gloss Black treatments) ⁴³, and specific finishes for elements like logos and tailpipes.⁴³ The cost of these options can be substantial, with reports suggesting that paint choices can add \$15,000 and carbon fiber enhancements can accumulate close to \$100,000, significantly increasing the final purchase price.¹⁹ This deep level of customization caters directly to the desires of the target clientele for exclusivity and personal expression, reinforcing its status as a core element of the Revuelto's value proposition.

VI. Interior Environment: The Pilot's Command Center

Inside, the Revuelto aims to immerse the driver in a high-tech, comfortable, and driver-focused environment, addressing key ergonomic shortcomings of its predecessor.

- **Cockpit Design and Ergonomics:**
The overarching theme is the "Feel Like a Pilot" concept, drawing inspiration from fighter jet cockpits.⁶ The layout emphasizes symmetry and clear volumes centered around the driver, with essential controls readily accessible.⁶ Hexagonal design elements, a Lamborghini signature, are integrated throughout the cabin.⁶ A major focus was improving interior space, a significant criticism of the Aventador.⁸ The Revuelto offers notably more headroom (approximately 1 inch or 26mm more) and legroom (around 3.3 inches or 84mm more), making the cabin far more accommodating, especially for taller occupants.¹⁴ A double bubble roof design contributes to the increased vertical space ¹⁸, and there's also more shoulder and elbow room.⁸ The new steering wheel features a sporty design with integrated rotors and switches for controlling the numerous driving modes and vehicle functions.¹³ However, the placement of turn signal activation on steering wheel buttons, rather than a traditional stalk, drew criticism from some reviewers for being unintuitive.¹³ Additional hidden button arrays on the back of the wheel manage instrument cluster displays and audio controls.¹³ The seats represent a marked improvement in comfort over the notoriously firm seats of the Aventador, offering better support and coddling.²⁰ Heated power seats with embroidered

logos are available.⁴⁵ Forward and side visibility is generally good, but rearward visibility through the central mirror is significantly obstructed by the exposed V12 engine;¹³ a reversing camera is essentially a necessity.¹²

- Technology Suite (Human Machine Interface - HMI):

The Revuelto features a completely new Human Machine Interface (HMI) built around a triple-screen setup.¹ This includes a 12.3-inch digital instrument cluster providing key driving information to the driver.⁷ An 8.4-inch vertically oriented central touchscreen serves as the primary infotainment interface, controlling functions like climate, audio, and navigation.¹² Some reviews criticized this central screen for feeling sluggish or clunky in operation.³² Completing the trio is a 9.1-inch display mounted on the passenger side dashboard, capable of showing performance data like speed, selected gear, and torque distribution.⁷ The system boasts updated visuals with 3D graphics, animations, and widgets.⁷ Standard connectivity features include Bluetooth, USB ports, navigation, voice commands, and wireless Apple CarPlay and Android Auto integration.¹² Optional upgrades include a premium audio system and a wireless phone charger.¹² The Revuelto also marks the debut of Advanced Driver Assistance Systems (ADAS) in a Lamborghini series production sports car.¹⁹ Available features include adaptive cruise control, lane departure warning, lane change assist, rear cross-traffic alert, and automated emergency braking, although the standard fitment versus optional status may vary by market.¹⁹ Other available aids include blind spot monitoring, parking sensors, and a 360-degree camera system.¹² This introduction of ADAS reflects a concession to modern expectations, enhancing the car's usability for longer drives or in varied traffic conditions.

- Practicality and Materials:

While still a focused supercar, the Revuelto offers significantly improved practicality compared to the Aventador, which was notoriously lacking in storage.⁸ Usable space can be found behind the seats, potentially accommodating soft bags or even a golf bag, along with a glovebox and an object tray in the rear portion of the central tunnel.⁸ A pair of pop-out cupholders, similar in design to those found in Porsches, deploy from the dashboard above the glovebox.⁸ The front trunk ('frunk') remains small, offering just 112 liters (around 4 cubic feet) of space, enough for perhaps two small carry-on bags.¹⁹ The battery charging port is also housed within this front compartment.¹³ The cabin can be extensively customized with high-quality materials such as fine leathers, Alcantara, and various carbon fiber trim elements through the Ad Personam program.⁴⁵

VII. Driving Experience: Modes, Sound, and Sensation

The Revuelto's driving experience is defined by the interplay between its potent V12 engine and sophisticated hybrid system, offering a broader dynamic range and greater refinement than its predecessor.

- **Hybrid Integration and Driving Modes:**

The integration of the electric motors with the V12 engine is widely praised for its seamlessness.²⁰ The electric motors provide instantaneous torque fill, eliminating lag, sharpening throttle response, and smoothing power delivery, particularly when accelerating out of corners or during gear shifts.¹⁴ This sophisticated calibration makes the complex powertrain feel remarkably natural to operate.²⁰ The driver can tailor the car's character through a combination of traditional Lamborghini driving modes (Strada, Sport, Corsa) and dedicated hybrid system settings (Recharge, Hybrid, Performance), selected via rotors on the steering wheel. This combination offers a total of 13 distinct driving profiles.⁹

- **Città (City):** This mode enables silent, electric-only propulsion, ideal for urban environments or quiet departures.¹⁰ Power is limited to the electric motors' peak output (around 187 hp), and all-wheel drive is available electrically.⁸ Notably, the system may require the transmission to reach operating temperature before allowing a switch out of EV mode upon startup.¹³
- **Strada (Street):** Prioritizing comfort and everyday usability, Strada mode offers smoother gearshifts, more compliant damping settings, and a relaxed throttle response, while still providing access to significant power (up to 873 hp claimed).⁸
- **Sport:** This mode sharpens the car's responses, quickening shifts, stiffening suspension, and making the powertrain more aggressive. It allows for greater driver involvement, including controlled drifts, with power increased further (up to 895 hp claimed).⁸
- **Corsa (Race):** Unleashing the Revuelto's full potential, Corsa mode optimizes all systems for maximum performance, providing the sharpest responses, firmest damping, and access to the full 1001 hp output, designed primarily for track use.⁸ The hybrid settings overlay these modes: 'Recharge' actively uses the V12 to quickly replenish the battery (in about 6 minutes)¹³; 'Hybrid' automatically balances electric and V12 power for efficiency and performance; 'Performance' maintains battery charge to ensure maximum electric boost is always available. This intricate system allows the Revuelto to exhibit a remarkable duality of character – capable of subdued, civilized

progress or unleashing ferocious performance on demand.²⁰

- **Auditory Signature:**

Despite the addition of electric motors, Lamborghini ensured the Revuelto retains the visceral, high-revving soundtrack of its naturally aspirated V12 engine. This sound is consistently highlighted by reviewers as a glorious and essential part of the car's character.¹⁰ The engine's ability to rev to 9,500 rpm contributes significantly to the auditory drama.¹³ Lamborghini also engineered specific acoustic resonances within the cabin to enhance the sound experience for occupants, creating a powerful and engaging crescendo.¹⁸ The contrast between the silence of Città mode and the eruption of the V12 when engaged further heightens the sensory experience, underscoring the importance Lamborghini placed on preserving this non-negotiable brand attribute.⁵¹

- **Ride Quality and Usability:**

A significant advancement over the Aventador is the Revuelto's markedly improved ride quality and overall refinement.¹³ The new suspension system, particularly the adaptive Magneride dampers, provides a level of compliance in Strada mode that makes the car surprisingly comfortable over imperfect road surfaces.¹³ This enhanced comfort, combined with the smoother power delivery, makes the Revuelto much easier and less intimidating to drive at normal speeds compared to its often-brutal predecessor.²⁰ A key contributor to this newfound civility is the new 8-speed dual-clutch transmission. It replaces the Aventador's notoriously harsh ISR gearbox, offering smooth, almost imperceptible shifts in automatic mode during relaxed driving, yet delivering lightning-fast, seamless changes when driven aggressively.¹³ This transmission upgrade alone transforms the car's drivability across a wider range of conditions.

VIII. Market Context: Price, Availability, and Reception

The Lamborghini Revuelto enters the hypercar market at a stratospheric price point, facing immense demand and commanding significant attention from critics and buyers alike.

- **Pricing:**

The Manufacturer's Suggested Retail Price (MSRP) for the 2025 Lamborghini Revuelto in the United States starts around \$608,358 to \$612,858, before destination charges, gas guzzler tax, and options.¹⁹ Including the destination charge (\$3,995) and gas guzzler tax (\$4,500), the starting point is closer to \$612,858.⁵² Pricing in other markets reflects its flagship status, such as around £450,000 in the UK ³² and approximately ₹8.89 Crore in India.²⁸ The extensive Ad Personam customization options, while allowing for unique builds, can

dramatically inflate the final price. Tested vehicles featured in reviews frequently carried price tags exceeding \$700,000 or even \$730,000 USD.¹³ A highly specified example in India could surpass ₹10 Crore.⁵⁰ The Revuelto is also subject to the full gas guzzler tax in the US, despite its plug-in hybrid nature.¹⁹

- Availability and Production:

Demand for the Revuelto has been exceptionally high since its announcement. Reports indicated that the initial production run was sold out for two years even before the car was officially revealed in March 2023.⁵³ As of early to mid-2024, the order backlog extends well into late 2026, with potential wait times for new orders stretching from two to four years.⁴⁵ This overwhelming demand underscores the model's desirability. Lamborghini's overall production capacity is significant, with the company delivering a record 10,112 vehicles across all model lines in 2023 ⁵³, but allocation for the flagship Revuelto remains constrained relative to demand. Large dealerships might receive around 25 units per year, facing waitlists many times that number.⁵⁵ This scarcity has fueled a secondary market where nearly new or delivery-mileage Revueltos are offered for immediate purchase at substantial premiums, often \$100,000 to \$200,000 over MSRP, pushing resale prices towards \$800,000 or more.⁴⁵ Accessing factory allocations can also be challenging, with some dealerships reportedly prioritizing established customers with significant purchase histories.⁵⁵ This intense demand and long waiting list serve as strong market validation for Lamborghini's strategy, proving that buyers readily embrace the brand's vision for a high-performance electrified future, even at a premium price point. The exclusivity created by the production backlog may even enhance its appeal among target clientele.⁵³

- Critical Reviews Synthesis:

Automotive journalists have generally lauded the Revuelto, frequently describing it as a monumental step forward for Lamborghini and potentially the best V12 model the company has produced to date.¹³ Key strengths highlighted in reviews include its truly staggering acceleration and overall performance ¹³, the vastly improved handling dynamics and unexpected agility that effectively masks its increased weight ¹³, the smooth and responsive new 8-speed DCT gearbox ¹³, the successful preservation of the V12 engine's charismatic sound and character ¹³, the significantly enhanced interior space and comfort levels ¹⁹, and its undeniably dramatic and head-turning styling.²⁰

However, criticisms were also noted. The extremely high base price and the costly nature of options were frequently mentioned.¹⁹ The significant weight gain resulting from the complex hybrid system remains a point of discussion, even if its effects on handling are well-managed.²⁵ The very limited electric-only driving range was acknowledged as minimal ¹³, and the resulting poor fuel economy and

gas guzzler tax penalty were pointed out.¹⁹ Minor interior critiques included the occasionally sluggish infotainment system ³², the unconventional button-operated turn signals ¹³, and persistently poor rear visibility.¹³ Discussions in user forums mirrored some of these points, particularly concerns about weight ³⁵ and subjective debates on styling.³⁵ Notably, one user forum thread contained anecdotal reports of early reliability issues involving engine and transmission replacements on some initial vehicles.⁴¹ While unverified and potentially isolated, these comments raise a question mark regarding the long-term durability of the complex new powertrain, an area that will warrant observation as more cars accumulate mileage.

- **Competitive Positioning:**

The Revuelto's primary competitor in the burgeoning V12/high-power hybrid hypercar space is the Ferrari SF90 Stradale.¹⁹ Both cars offer plug-in hybrid powertrains with around 1000 horsepower, all-wheel drive, and blistering performance. Comparisons often highlight the Revuelto's retention of the naturally aspirated V12 versus the SF90's twin-turbo V8, and some reviewers suggest the Lamborghini may offer slightly more interior space and practicality.²⁰ Debates continue regarding which car holds the ultimate performance edge.⁵⁸ Other potential rivals, though differing in philosophy, include non-hybrid hypercars like the McLaren 750S, noted for its lighter weight.³² The Revuelto, alongside the SF90, effectively solidifies a distinct niche of "performance hybrids," where electrification serves primarily as a tool to achieve unprecedented levels of power and dynamic capability, rather than prioritizing efficiency or extended electric driving range.

IX. Conclusion: Lamborghini's Electrified Future, Realized

The Lamborghini Revuelto stands as a landmark achievement, successfully navigating the brand's entry into the era of high-performance electrification. It delivers on its promise of staggering performance, boasting over 1000 horsepower from its innovative V12 hybrid powertrain and achieving acceleration figures that challenge the very limits of road car capability. More than just raw speed, the Revuelto represents a significant leap forward in dynamic sophistication compared to its predecessor, the Aventador. Through the masterful integration of technologies like electric torque vectoring, rear-wheel steering, adaptive damping, and a vastly improved dual-clutch transmission, Lamborghini engineers have crafted a hypercar that feels remarkably agile and controllable despite its considerable weight gain.

Crucially, the Revuelto demonstrates that electrification need not dilute the core essence of a Lamborghini V12 flagship. The naturally aspirated V12 remains the heart

and soul of the car, its glorious sound and high-revving character preserved and even enhanced by the instant response of the electric motors. The hybrid system serves as a powerful amplifier, enabling performance levels previously unattainable while simultaneously offering newfound dimensions of refinement and usability, such as silent electric driving for short distances and significantly improved ride comfort. The Revuelto effectively balances Lamborghini's rich V12 heritage with the technological imperatives of the future.

The overwhelming market reception, evidenced by multi-year waiting lists despite a formidable price tag, serves as powerful validation of Lamborghini's approach. It confirms that the brand's clientele embraces performance-focused hybridization when executed with such dramatic flair and capability. The Revuelto is a technological tour-de-force, a worthy successor to the Aventador, and a compelling statement of intent that sets the stage for Lamborghini's ongoing electrification strategy, including models like the upcoming Temerario.⁴² While the high cost, increased weight, and limited EV range are undeniable trade-offs, they appear acceptable within the context of a hypercar pushing the boundaries of performance and technology. The Revuelto is more than just a new model; it is the bold realization of Lamborghini's electrified future, proving conclusively that the Raging Bull can adapt and evolve without sacrificing the visceral excitement and untamed spirit that defines the marque. It stands as a testament to Lamborghini's ability to remix its heritage for a new era, delivering a hypercar experience that is both technologically advanced and profoundly thrilling.

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