



Lamborghini Urus SE Performante: the Super SUV at its peak

The fastest Urus ever redefines the Super SUV concept, combining extreme performance, driving precision and uncompromising comfort

Sant'Agata Bolognese, July 1, 2026 – Automobili Lamborghini presents the Urus SE Performante¹, the high-performance derivative of the plug-in hybrid Super SUV, which sets a new benchmark in its category for performance, driving dynamics, and aerodynamic efficiency, while preserving outstanding comfort thanks to innovative technical solutions applied to the suspension system.

The Urus SE Performante is powered by a 4.0-liter twin-turbo V8 engine paired with a permanent-magnet electric motor, delivering the highest combined system output ever achieved in the model's history: 812 CV (597 kW) and a maximum of 1000 Nm of torque. The Urus SE Performante sits at the top of its segment, further raising the bar in performance while improving the already exceptional power-to-weight ratio (3 kg/CV) through the extensive use of carbon-fiber elements in the bodywork. These include the new hood and front and rear bumpers which, working in synergy with the two rear spoilers, enhance aerodynamic efficiency and brake cooling, contributing to an optimal driving experience both on the road and on the track.

In terms of driving dynamics, the Urus SE Performante reaches new heights in performance precision, stability and responsiveness. In addition to the increase in power and torque, the improved power-to-weight ratio, and the new aerodynamic solutions, the vehicle introduces the AURA dual-chamber air suspension system to the Urus range. This system not only halves body roll during fast driving but also reduces vibrations by 25% compared to the previous generation of Urus Performante, significantly increasing comfort.

"Forty years ago, Lamborghini created the concept of the Super SUV with the legendary LM002. In 2012, we remained faithful to our spirit of innovation by unveiling the Urus concept, once again redefining the boundaries of the segment. Today, with Urus SE Performante, we are taking the concept of the Super SUV to its peak," said Stephan Winkelmann, Chairman and CEO of Automobili Lamborghini. *"This model represents the highest level of performance, driving precision and emotional engagement ever achieved by Urus, while preserving the versatility and everyday usability that have established it as a benchmark in its segment. Urus SE Performante is the result of Lamborghini's relentless approach to innovation and performance, combining state-of-the-art hybrid technology, advanced vehicle dynamics and a design language that conveys its character at first sight. It is the ultimate expression of the Super SUV."*

Compared to the Urus SE², the Performante version introduces Rally driving mode, specifically calibrated to deliver maximum driving excitement on loose surfaces, joining Strada, Sport, and Corsa modes, as well as EV mode for fully electric driving.

¹ The vehicle is not yet offered for sale and is therefore not subject to Directive 1999/94/EC. The fuel consumption and emissions data is in the type approval stage



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All these features make the Urus SE Performante the fastest Super SUV in the world: 0–100 km/h in 3.3 seconds, 0–200 km/h in 10.8 seconds, and a top speed of 312 km/h.

Design

The Urus SE Performante is the latest heir to a lineage that began in 2012 with the unveiling of the first concept car at the Beijing Auto Show and continued with the first production model which made its debut in 2017, marking a milestone in Lamborghini history and achieving immediate commercial success.

In 2022, the Urus family doubled with the introduction of the S and Performante versions, followed by the Urus SE, which in 2024 became the second pillar of Automobili Lamborghini's high-performance electrification strategy. Each model represents an evolution not only from a technical standpoint but also in design.

For the Lamborghini Urus family, Lamborghini's Centro Stile transferred the aesthetic philosophy of the Sant'Agata Bolognese brand to a Super SUV, creating a new segment in terms of styling as well.

"With the Urus SE Performante we give shape to driving emotions," stated Design Director Mitja Borkert. *"While the Urus SE represents the elegant face of sportiness, the Urus SE Performante design is purely inspired by performance and our philosophy 'We give adrenaline a shape.' To emphasize the vehicle's supersport character, we decided to expose more carbon-fiber elements, both on the exterior and inside the cabin."*

At Lamborghini, performance and design evolve in parallel, and every element must serve not only aesthetics but above all aerodynamics. *"This is the most powerful Urus ever, and during the development phase it was clear that the design needed to ensure both emotional impact and functional performance. That's why we created these large S-Duct air intakes on the hood, which not only give the front end an even sportier presence but also perform an essential aerodynamic function,"* Borkert continued.

The design of the Urus SE Performante was developed around the concept of "bold sportiness," with the aim of strengthening the visual connection between form and function. The lines are sharper and more sculpted, while every aerodynamic element is fully functional, reinforcing the principle that performance and design operate in perfect synergy.

The front end immediately expresses the vehicle's character: the new carbon-fiber hood incorporates a central power dome (the pronounced hood bulge) that recalls Lamborghini

2 Urus SE (WLTP): Energy consumption (weighted combined): 21,4 kWh/100 Km plus 5,71 l/100km; CO2 emissions (weighted combined): 140 g/km; CO2 class (weighted combined): E; CO2 class with discharged battery: G; Fuel consumption with discharged battery (combined): 12,9 l/100km



heritage, while the omega-shaped graphic signature and redesigned air intakes emphasize width and road presence. The larger and more defined front air intakes not only accentuate the athletic nature of the design but also respond to increased cooling demands, improving aerodynamic flow toward the radiators.

The extensive use of exposed carbon fiber—the most ever featured on an Urus—further defines the vehicle, giving it a highly technical and even sportier identity. This approach is also reflected in the side view, where the proportions appear even more dynamic thanks to a wider, more stable posture. The new 23-inch wheels, featuring a sophisticated intersecting Y-spoke design, emphasize the performance-oriented character, while the redesigned wheel arches integrate carbon-fiber details that reinforce their visual impact.

The rear continues this language, combining aerodynamic efficiency with impressive strength. The new carbon-fiber spoiler, taller and more integrated, works in synergy with the rear wing inspired by the worlds of aviation and motorsport, while the diffuser—the largest ever designed for an Urus—amplifies the perception of width and sportiness. The rear surfaces also introduce iconic stylistic references, such as hexagonal geometries inspired by the Countach, contributing to an even more distinctive visual signature.

The interior reflects the same dual soul of the vehicle, with a sportier, more driver-focused layout consistent with the “Feel like a Pilot” concept, a key element of Lamborghini DNA.

Finally, the color palette also highlights this dual interpretation: alongside more extreme and dynamic configurations, such as the new Giallo Crius, there are also more lifestyle-oriented solutions, as the elegant Verde Hydra matt, confirming the versatility of the Urus SE Performante and its ability to embody different personalities without compromise.

“Feel Like a Pilot” Design and HMI

“Inside, the cabin introduces a dedicated livery and graphic treatment with distinctive Y-shaped motifs and contrasting red details that reinforce the sporty character of the vehicle. The interior features the use of sustainable materials such as CorsaTex by Dinamica microfiber, combining performance-oriented design with innovative craftsmanship.” Borkert stated.

At the center of the dashboard, a new 12.3-inch screen has been installed, featuring an even more intuitive Human Machine Interface (HMI) with updated graphics inspired by Revuelto³. The work carried out by the designers at the Lamborghini Centro Stile focused particularly on the air vents, the unmistakable Y-shaped anodized aluminum details, and the new upholstery for the panels, seats, and dashboard, which now features an all-new aviation-inspired mechanical button panel that further emphasizes the “feel like a pilot” concept.

3 Revuelto (WLTP): Energy consumption (weighted combined): 4,7 kWh/100 Km plus 15 l/100km; CO2 emissions (weighted combined): 350 g/km; CO2 class (weighted combined): G; CO2 class with discharged battery: G; Fuel consumption with discharged battery (combined): 17,9 l/100km



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The driver benefits from a 12.3-inch digital instrument cluster, while the already mentioned 12.3-inch central touchscreen display is integrated into the center console as the core of the LIS (Lamborghini Infotainment System). A model-specific telemetry system is also included, along with displays related to the driver assistance systems, enhancing awareness of the surrounding environment.

Finally, specifically designed for Urus SE Performante, the new steering wheel combines sporty character with refined luxury, enhanced by an exclusive carbon fiber bezel. Its sleek and modern design brings a bold touch to the interior, elevating both the driving experience and the unmistakable style of the cockpit.

Aerodynamics

The new Urus SE Performante stands at the top of the Super SUV range in terms of performance, setting a new benchmark for aerodynamic efficiency.

The objective was not only to increase top speed and longitudinal performance, but also to achieve the perfect balance between efficiency, stability, and component cooling, ensuring an outstanding driving experience both on the road and on the track.

One of the most significant achievements is the 3% reduction in aerodynamic drag compared to the Urus SE, a key improvement for optimizing fuel consumption and overall vehicle efficiency. The Urus SE Performante matches the drag values of the previous Urus Performante; a significant result considering the increase of 16% in aerodynamic downforce compared to the previous Performante, and of 23% compared to the Urus SE.

Looking at the individual axles, the vehicle delivers a 22% increase in front downforce while maintaining the same rear load if compared to the previous Urus Performante. This balance is the result of a new, more efficient front splitter designed to drastically reduce lift and further enhance the vehicle's agility.

At the rear, high-speed stability is ensured by a combination of upper and lower carbon-fiber spoilers working in synergy to maximize aerodynamic load while simultaneously enhancing the vehicle's supersport styling.

Furthermore, to achieve even more efficient thermal management of the plug-in hybrid system (powertrain, battery, and transmission), the Urus SE Performante introduces an all-new cooling system. Instead of relying on air intakes positioned underneath the vehicle, it features new hood vents functioning as an S-Duct, dedicated outlets on the fenders, and enlarged internal wheel-arch vents specifically designed to accommodate these extraction elements.

This solution not only optimizes powertrain cooling while maintaining the same airflow capacity as the SE, but also improves underbody aerodynamics, actively contributing to the reduction of front-end lift.



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Finally, special attention was devoted to brake cooling, which benefits from an 8% increase in efficiency compared to the Urus SE. This improvement was made possible through the introduction of a new dedicated NACA duct specifically optimized for the Urus SE Performante. This duct works in conjunction with the front splitter to channel cool air directly toward the discs and calipers, ensuring consistent braking performance even during the most intense and prolonged driving sessions.

Engine and Transmission

The Lamborghini Urus SE Performante defines a new paradigm in the Super SUV segment thanks to a plug-in hybrid (PHEV) powertrain that combines the power of the combustion engine with the efficiency and responsiveness of electric technology. At the heart of this technological evolution is the proven 4.0-liter twin-turbo V8 engine, operating in perfect synergy with a permanent-magnet electric motor. This “dual-heart” architecture delivers a combined output of 812 CV (596 kW) at 6,000 rpm and a maximum torque of 1000 Nm available between 2,000 and 5,500 rpm already from the first gear, ensuring constant thrust at every engine speed and in every driving mode. This represents an increase of 146 PS and 150 Nm over the previous Urus Performante.

The synchronous electric motor, strategically positioned upstream of the gearbox, not only acts as a boost to enhance the V8's performance, but also allows the vehicle to travel in full-electric mode for over 60 km. Energy is supplied by a 25.9 kWh lithium-ion battery housed beneath the load floor to optimize the center of gravity.

Power management is entrusted to an eight-speed automatic transmission, specifically recalibrated to emphasize the vehicle's sporty character. A major software update further reduces response times, maximizing driver input reactivity and minimizing torque lag.

The vehicle features a sophisticated all-wheel-drive system with an electronically controlled central clutch. This central transfer system works continuously in coordination with the electronically controlled self-locking rear differential, enabling variable torque distribution capable of delivering “on-demand” oversteer and ensuring the signature driving feel typical of the supersports cars from Sant'Agata Bolognese.

The performance figures resulting from this mechanical and electronic synergy place the Urus SE Performante at the very top of its category: it accelerates from 0 to 100 km/h in just 3.3 seconds and reaches 200 km/h in only 10.8 seconds. The vehicle is capable of achieving a top speed of 312 km/h, confirming the model as the ultimate benchmark for drivers seeking maximum driving excitement and performance.

Best in class weight-to-power ratio

The new Urus SE Performante redefines the performance standards of the Super SUV segment also through meticulous weight reduction, aimed at the systematic optimization of every structural component. Thanks to this engineering philosophy, the vehicle achieves a weight-to-power ratio of 3 kg/CV, an absolute benchmark for the category. Compared to the



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Urus SE, the Performante variant benefits from a 32 kg weight reduction, bringing the homologated curb weight down to 2,473 kg.

The extensive use of carbon fiber involves key components such as the front hood, roof, wheel arches, side skirts, and rear diffuser, optimizing the bodywork in every detail. The pursuit of maximum efficiency also extends to the exhaust system, which features titanium components as standard, including the muffler and tailpipes, ensuring an overall weight saving of more than 10 kg in the exhaust system alone.

The standard equipment is further enhanced by the introduction of the Integrated Power Brake (IPB) system, which reduces weight by 4 kg, and by a meticulous optimization of the NVH (Noise, Vibration, Harshness) package, contributing an additional 3.3 kg reduction.

The cabin has also been designed with performance in mind: the standard interior configuration features the exclusive Corsa Tex by Dinamica technical trim, delivering a further 2.7 kg reduction. Additional upholstery options for customization remain available, including the Unicolor Performante Leather Interior.

In summary, every technical innovation in the Urus SE Performante contributes to the creation of a vehicle where weight reduction translates into unprecedented dynamic responsiveness and driving precision within the segment.

True supersport driving dynamics thanks to the 6D sensor and IPB

The technical evolution of Lamborghini Urus SE Performante reaches its highest expression through the integration of the revolutionary six-degrees-of-freedom 6D sensor, which made its debut on the one-off Fenomeno presented during the 2025 Monterey Car Week in Pebble Beach. Strategically positioned near the vehicle's center of gravity, its name derives from its ability to measure six different physical parameters: accelerations along the three spatial axes and angular velocities related to pitch, roll, and yaw movements.

This technology goes beyond simple data acquisition, forming part of an ecosystem that also includes virtual sensors ("inno-controller" algorithms) and predictive logic developed within the IPB (Integrated Power Brake) control unit.

"One of the key elements that most effectively expresses the ultra-performance character of the new Urus SE Performante is its braking system," said Stefano Cossalter, Urus Product Line Director. "The seamless integration of the Integrated Power Brake (IPB) system further enhances the vehicle's dynamic capabilities, delivering greater precision, responsiveness and driving confidence in all conditions. Thanks to eight accelerometers positioned across the vehicle — one on each wheel and one at each corner of the chassis — the system continuously analyses longitudinal and lateral tire grip while monitoring body roll behaviour in real time. This data is processed by the IPB to ensure highly predictive brake management and optimal vehicle control at every moment."



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The system is therefore capable of estimating in real time key parameters such as tire grip, actual vehicle speed, and body attitude angle, enabling vehicle dynamics management that is no longer based solely on feedback, but also on feed-forward prediction of road and track behavior.

Acting as an advanced pressure modulator, the IPB overcomes the limitations of conventional ABS systems by eliminating “on-off” interventions in favor of continuous and fluid modulation of braking torque at each individual caliper. The result is a 10% increase in braking power and a 12% improvement in system responsiveness compared to the Urus Performante, with the 200–0 km/h braking distance reduced to less than 130 meters, all without substantial modifications to the braking system’s technical specifications, which remain aligned with those of the Urus SE.

At the same time, the synergy between the 6D sensor and the IPB extends to the Traction Control System (TCS) and the Integrated Vehicle Control (IVC) system for lateral stability. Thanks to the predictive capabilities enabled by the virtual sensors, traction control acts proactively. Torque delivery and brake pressure are therefore managed smoothly, continuously, and precisely, without any interruption in power delivery.

“On top of the IPB system the 6D sensor, which was indeed carried over from the Fenomeno, has been placed at the centre of gravity of the Urus SE Performante to better measure yaw, roll and pitch coefficients” continued Stefano Cossalter. “Thanks to all the collected data, the Urus SE Performante shows a max deceleration increased by 9% compared to the previous Urus Performante, granting a 6% faster manoeuvre and 12% faster reaction time.”

Meanwhile, the IVC system uses body attitude angle estimates to optimize maneuvers — especially high-speed ones such as sudden lane changes — making vehicle response 6% faster. The elimination of oscillations and perfect alignment with the intended trajectory ensure superior control and unprecedented safety, elevating the driving experience to the highest performance standards.

AURA System with dual-chamber air suspensions

The suspension and vertical dynamics management system of the new Urus SE Performante represents the pinnacle of technological innovation within Lamborghini DNA, thanks to the introduction of the AURA architecture with 2K2V dual-chamber air suspension. Compared to previous Urus versions, the vehicle can radically transform its character by simultaneously acting on both the elastic and damping components.

At the core of the chassis responsiveness are the new dual-chamber air springs (“2K” standing for “2 chambers,” combined with “2V,” meaning “2 valves”). This configuration allows targeted variation of axle stiffness according to each driving mode and style, significantly expanding the operating range between comfort and sportiness.

The system manages two distinct air volumes: a primary chamber located at the upper section, dedicated to pure dynamics and track driving, constantly active to guarantee



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maximum lateral support and razor-sharp turn-in precision; and a secondary chamber, which operates in driving modes focused more on comfort. When the valve connecting the two chambers opens, the combined air volume enables the vehicle to absorb road imperfections with exceptional smoothness, significantly reducing the effects of uneven surfaces.

The innovation of the Urus SE Performante suspension system also lies in its dual-valve dampers. Unlike previous systems that relied on a single valve to manage overall damping, this setup features two separate valves. Thanks to this separation, the new control unit can apply variable damping forces during compression without affecting rebound calibration, and vice versa. Depending on road conditions and the selected driving mode, the system instantly adapts the response of each individual valve.

This independent management enables smooth absorption of road irregularities, ensuring that body movements remain virtually imperceptible and comfortable for occupants. At the same time, the system guarantees optimal tire contact with the road even on degraded surfaces, ensuring traction and safety without compromising overall stability. This technology offers a much wider adjustment spectrum, allowing extremely precise tuning that enhances both handling and dynamic comfort.

The integration of the 2K2V system has reduced roll gradient during sporty driving by 55%, combined with a 25% reduction in comfort-related vibrations compared to the previous Urus Performante model.

Another fundamental upgrade introduced on the Urus SE Performante is the track width, which has been increased of 16 mm. This translates into a significant improvement in lateral stability, enabling the vehicle to resist body roll more effectively through corners and remain composed during rapid changes of direction; cornering performance is also improved, granting a more efficient distribution of lateral forces across the tires. Steering response becomes more precise and controlled, with the vehicle exhibiting a more solid and progressive behavior that increases the driver's confidence and overall control.

The vehicle is equipped with eight accelerometers: four sensors positioned on the wheel hubs and four on the chassis, providing the upgraded control unit with a continuous stream of data for predictive analysis of dynamic behavior. Thanks to this onboard intelligence, the signals sent to the four corners of the vehicle instantly optimize the response to dynamic loads.

Urus SE Performante therefore makes no compromises: it combines the refinement of a luxury vehicle with the agility of a razor-sharp super sports car that, at the touch of a command, can transform itself — ready to dominate the curbs with millimetric control of roll and pitch movements.

From Road to Rally: every Personality of Urus SE Performante

At the center of the console, the “Tamburo” selector allows the driver to choose between the various driving modes which, thanks to the hybrid powertrain, combine the four Urus SE



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Performante modes with the four Electric Performance Strategies (EPS) already introduced on Urus SE.

Urus SE Performante also introduces an absolute novelty: Rally mode, specifically calibrated to deliver maximum driving enjoyment on dirt surfaces, fully enhancing not only the vehicle's sporting character but also its performance on gravel roads and off-road terrain.

EV mode is the experience that maximizes the vehicle's electric potential. Calibrated for city driving, it allows the car to travel more than 60 km using only the battery and electric motor, while also reaching a top speed of over 130 km/h.

Hybrid mode, selectable when driving in Strada mode, delivers maximum efficiency, comfort, and the ideal balance between the combustion engine and electric motor. Recharge mode, selectable in Strada, Sport and Corsa modes, allows the battery to be recharged up to 80% while maintaining optimal performance.

Performance mode is designed for drivers who want to fully experience the capabilities of Urus, not only in Strada, Sport, and Corsa modes, but also in Rally mode.

Urus SE Performante makes no compromises when it comes to driving modes: Strada maximizes the vehicle's exceptional comfort, while Sport mode delivers the highest level of driving excitement, enhancing agility and the vehicle's ability to easily manage power oversteer and drifting.

In Corsa mode, developed specifically for track driving, Urus SE Performante expresses the maximum of its dynamic capabilities thanks also to the suspension system, which controls body movements (pitch, yaw, roll, and heave), making the vehicle extremely stable and responsive even through the curbs of a racing circuit.

Thanks to its advanced driving modes, Urus SE Performante seamlessly transforms its character with a simple touch, shifting from supreme and effortless comfort cruising to razor-sharp performance that unleashes pure power and precision, and finally to an exhilarating off-road experience where capability and control turn every terrain into pure driving excitement.

Sound

For the new Lamborghini Urus SE Performante, sound engineering and performance merge into a single element: the new titanium exhaust system developed by Lamborghini in collaboration with Akrapovič. This essential component enhances the Super SUV's character and increases driver engagement in every driving mode.

Standard equipment includes a lightweight titanium Akrapovič sports exhaust system featuring an all-new performance-oriented configuration designed to intensify the driving experience. Delivering a rich "titanium soundtrack" at lower engine speeds and a more exhilarating sporty note under acceleration, this exclusive system creates an emotional



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connection for both driver and passengers while perfectly complementing the Urus SE Performante's bold exterior design. Compared to the previous standard exhaust system, the new titanium setup also enables a weight reduction of 10 kg. The effect is further enhanced by newly styled exhaust tailpipes, which contribute to the vehicle's high-performance-focused appearance.

The main structural innovation lies in the removal of the "X-cross" connection between the right and left cylinder banks. This architecture makes the two exhaust lines completely independent, delivering two fundamental advantages. The first is reduced turbulence, allowing for smoother and more efficient exhaust gas flow. The second lies in sound purity: the absence of interference between the cylinder banks results in a more structured, transparent, and powerful exhaust note, further emphasizing Lamborghini's signature deep tone.

Completing the fluid-dynamic optimization is the differentiated diameter of the tailpipes: the 65 mm main pipe and the 76 mm secondary pipe work in synergy to increase overall volume and deliver a unique and unmistakable sound signature.

Inside the silencer, two Helmholtz resonators (one for each independent pipe) have been integrated and meticulously tuned to frequencies of 124 Hz and 128 Hz in order to ensure an emotionally engaging acoustic experience.

The technical objective is twofold: on one hand, amplifying the exhaust note by exploiting the pressure fluctuations generated by airflow; on the other, eliminating the "booming" effect (low-frequency resonance), thereby ensuring a smoother and more linear crescendo.

The sound of the new Urus SE Performante is not only hardware-driven, but also the result of sophisticated software calibration working in synergy with engine management. Lamborghini's characteristic bubbling effect has been further evolved and specifically mapped for the different driving modes. In Sport mode, for example, the bubbling is longer and smoother, delivering an extremely pleasant sensation; in Corsa mode, it becomes shorter in duration but more intense, pronounced, and frequent, underlining the vehicle's supersport soul.

At startup, the Urus SE Performante implements an "overshoot at start" function: engine speed immediately rises to 2,400 rpm before stabilizing. From the very first ignition moment, the sensation is one of pure power awakening.

The Urus SE Performante has also been engineered with increased cabin acoustic "transparency" to further enhance the powertrain sound experience while driving and to create a more distinctive differentiation between the various driving modes. The result is a deeper and more elevated sound profile, with a significant reduction of the so-called "rush noise" (gas flow hiss), both inside and outside the cabin.



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With these innovations, the Urus SE Performante exhaust system confirms itself as the beating heart of a driving experience that speaks directly to the senses, combining technical precision with the visceral passion of Lamborghini DNA.

Tires

Urus SE Performante features dedicated Pirelli P Zero tyres available in 22" and 23" sizes, allowing customers to choose the setup that best suits their preferred balance of comfort and sportiness. For the cold season, Pirelli Scorpion Winter 2 tyres are also available. Both tyre ranges incorporate Pirelli Elect technology, specifically developed to enhance the performance and driving characteristics of the Urus range.

Completing the package are new wider-section semi-slick 22-inch tires dedicated to achieving maximum track performance (Bridgestone Potenza Race).

Technical Specifications

ENGINE

Engine	V8, 90°
Valves per cylinder	4
Displacement	3996 cm ³
Bore	86 mm
Stroke	86 mm
Compression Ratio ICE	9.7:1
Max Power ICE	620 CV / 456 kW
Max Power ICE+EE	812 CV / 597 kW
Max Power @ rpm (ICE+EE)	812 CV @ 6000 rpm
Specific Output (ICE)	155 CV/L
Max revs (ICE)	6800 rpm
Max torque (ICE)	800 Nm
Max torque @ rpm (ICE)	800 Nm @ 2250-4500 rpm
Minimum Engine Rev - Idle	550 +/- 100 rpm
Maximum Engine Rev - Limiter	6800 rpm

GEARBOX & TRANSMISSION

Transmission	4WD with integrated front differential, hang-on central differential electronic rear differential with torque vectoring
Gearbox	8-speed automatic gearbox with torque converter



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PERFORMANCE

Acceleration 0-100 km/h	3,30 s
Acceleration 0-200 km/h	10,80 s
Braking 200-0 km/h	< 130m
Vmax	312 km/h

WHEELS

Standard Rims Front	10Jx22"
Standard Rims Rear	11,5Jx22"
Standard Tires Front	285/35 ZR23 - Pirelli Pzero
Standard Tires Rear	325/35 ZR22- Pirelli PZero

BRAKES

Carbon ceramic brakes (front)	CCB Diameter - 440 mm (17.32 in) Thickness - 40 mm (1.57 in)
Carbon ceramic brakes (rear)	CCB Diameter - 410 mm (16.14 in) Thickness - 32 mm (1.26 in)

DIMENSIONS

Wheelbase	3003 mm
Overall length	5117 mm
Front overhang	1060 mm
Rear overhang	1054 mm
Overall width (excluding mirrors)	2031 mm
Overall width (including mirrors)	2181 mm
Overall height	1638 mm
Track (front)	1711 mm
Track (rear)	1717 mm
Area	2.83 m ²
Weight distribution	54/46 %

HYBRID SYSTEM

Battery	Lithium-ion with prismatic cells
Electric engines	AC synchronous EM with PM 141 kW @3200 rpm



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SUSPENSIONS

Front Suspension

front suspension with multilink layout, semi-active dampers with dual valve system, dual chamber air-springs and car height adjustment system.

Rear Suspension

rear suspension with multilink layout, semi-active dampers with dual valve system, dual chamber air-springs and car height adjustment system. Double steering axle (Rear Wheel Steering)

ELECTRIC ENGINE

Battery

BATTERY LI-ION E67 BATTypA27

Battery Total Energy

25.9 kWh

E-MOTOR – P2 10S PEAK POWER

141kW @ 3200rpm

E-MOTOR – P2 10S PEAK TORQUE

483Nm

Photos and videos: media.lamborghini.com

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