



News for the Lamborghini Aventador LP 700-4: More efficiency with cylinder deactivation and innovative start/stop system

Automobili Lamborghini S.p.A.

Sant'Agata Bolognese, September 27th, 2012. The Lamborghini Aventador LP 700-4 is extending its leading position among super sports cars with groundbreaking technologies - an innovative and extremely fast start/stop system with supercaps for energy storage and cylinder deactivation under partial load bring significant savings in fuel consumption. Plus, the 2013 Aventador comes with a host of new individualization options.

Automobili Lamborghini is using a highly advanced and utterly unique technology for its new start/stop system in the Aventador. The energy for restart following a stop phase (e.g. at a traffic light) is delivered by high-performance capacitors known as supercaps. They enable extremely fast start-up - full V12 power is available again in a barely detectable 180 milliseconds, significantly faster than with conventional systems. And, in keeping with Lamborghini's lightweight design philosophy, this new technology also delivers a weight saving of three kilograms. The classic vehicle battery supplies only the electronic systems, occupies very little space and lasts virtually the entire vehicle life.

The second new efficiency technology is the Cylinder Deactivation System (CDS). Under low load and at speeds of less than 135 km/h, the CDS deactivates one cylinder bank, allowing the power unit to run as an inline six. But with just the slightest movement of the gas pedal, the extreme performance of the V12 engine with its 515 kW/700 hp is back online. The CDS and the start/stop system work incredibly quickly, are virtually imperceptible to the driver and have absolutely no negative impact on the amazing driving experience. Yet, they deliver a noticeable benefit in efficiency - the average fuel consumption of the Aventador LP 700-4 drops by seven percent to 16 liters/100km. At highway speeds of around 130 km/h the reduction in consumption and emissions is as much as 20 percent. In total the CO₂ emissions of the Aventador have been reduced from 398 g/km to 370 g/km.

The Aventador's chassis setup has also been further refined. The razor-sharp handling is now even more precise, while ride comfort has been noticeably improved with stiffer springs and optimized dampers. New forged alloy wheels in the Dione design are now also available.

Carbon fiber is a lightweight material that features extensively in the Aventador. A substantial proportion of the super sports car's technological superiority is thanks to its CFRP monocoque. This material now takes on an even higher profile with a package of optional CFRP components - front spoiler, air intakes, engine cover panel, powertrain cladding and interior applications in CFRP set accents in the Aventador's unique design.

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