

## Automobili Lamborghini S.p.A. (Italy)

### Facts & Figures (as of December 31, 2025)

- Established: 1963
- Production (2025 ): 10,747 automobiles
- Chairman and CEO: Stephan Winkelmann
- Employees: approx. 3, 100

### Portrait

**Lamborghini is celebrated as one of the most renowned and legendary names in the automotive landscape. Founded by Ferruccio Lamborghini in 1963 in Sant'Agata Bolognese, the company still has its headquarters there today. In this distinctive location, the production lineup exclusively comprises exceptional automobiles, with each model consistently achieving an iconic status.**

At Lamborghini's headquarters, 25 kilometers north of Bologna, approximately 3,100 employees assemble iconic super sports cars, that are the ultimate expression of power and precision on four wheels. There are currently three models in the Lamborghini range, including numerous special versions as well as one-off designs made exclusively to meet customers' wishes. The current production models include the V12 HPEV (High-Performance Electric Vehicle) Revuelto\*, the Plug-In Hybrid Super SUV Urus SE\*, and the new class-beating HPEV Temerario\*, making the House of Sant'Agata Bolognese the first super sports car manufacturer with a fully hybrid fleet. Alongside these three models, Automobili Lamborghini also introduced the Fenomeno, a limited-series hypercar unveiled at Monterey Car Week. It features a centrally mounted, naturally aspirated 6.5-liter V12 engine supported by three electric motors. Produced in just 29 units, the Fenomeno celebrates the 20th anniversary of Centro Stile Lamborghini and reflects the brand's "Iconic and Essential" design philosophy.

In 2025, the company confirmed its growth trajectory for the fifth consecutive year, delivering 10,747 vehicles through a network of 186 retailers in 56 countries. The EMEA region led with 4,650 units, followed by the Americas with 3,347 deliveries, while APAC maintained strong momentum with 2,750 vehicles.

*The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.*

*\*The collective fuel/electric power consumption and emissions values of all models named and available on the German market can be found in the list provided at the end of this text.*

## Sustainability

**With a holistic approach, a long-standing commitment to sustainability, and as the first super sports car manufacturer with a fully hybrid fleet, Automobili Lamborghini stands out as the undisputed leader in the supercar industry. Its steadfast commitment to sustainability represents a lasting promise to future generations, inspiring and guiding innovation and sustainable progress.**

2009: Lamborghini was the first and only Italian company in the automotive sector to obtain EMAS environmental certification. In the same year, one of the largest photovoltaic systems in the industrial sector in Emilia Romagna was inaugurated, covering an area of 15,000 square meters and providing a CO<sub>2</sub> reduction of 1,000 tons per year.

2011: Inauguration of the Lamborghini Park, a pioneering environmental initiative created in collaboration with the community of Sant'Agata Bolognese and the universities of Bologna, Bolzano and Munich. The project involved the planting and studying of 10,000 oak trees.

2012: Inauguration of a building specifically dedicated to the development of prototypes and pre-series cars. It was the first industrial multi-story building in Italy designed to achieve energy class A.

2015: Implementation of a new trigeneration and district heating systems, two of the main projects supported by the company in Sant'Agata Bolognese to obtain CO<sub>2</sub>-neutral<sup>1</sup> certification for the entire plant. The district heating system alone, which distributes hot water inside the factory from a biogas-fuelled cogeneration plant, saves around 1,800 tons of CO<sub>2</sub> each year.

2016: Installation of an apiary to start an environmental biomonitoring activity with bees inside Lamborghini Park. In addition to the ecological purposes and monitoring of pollution levels in the area surrounding the Sant'Agata Bolognese production site, the apiary produces certified Lamborghini-brand honey which is distributed yearly to the employees.

2017: Inauguration of Torre 1963 office building, which obtained the record score in Italy (92 pts) in Leadership in Energy and Environmental Design (LEED) Platinum certification, the highest international standard of energy and environmental certification for buildings.

2018: With the expansion of the Sant'Agata Bolognese production site (from 80,000 to 160,000 square meters), following the launch of the Urus project, the entire plant maintained the CO<sub>2</sub>-neutral certification obtained in 2015 thanks to an expansion project that fully respected the commitments made in terms of environmental sustainability.

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<sup>1</sup> Audi understands net-zero CO<sub>2</sub> emissions to mean a situation in which, after other possible reduction measures have been exhausted, the company offsets the carbon emitted by Audi's products or activities and/or the carbon emissions that currently cannot be avoided in the supply chain, manufacturing, and recycling of Audi vehicles through voluntary offsetting projects carried out worldwide. In this context, carbon emissions generated during a vehicle's utilization stage, i.e. from the moment it is delivered to the customer, are not taken into account.

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2019: Implementation of the new Urus paint shop that resulted in a 30% reduction in land use compared to a comparable plant. 95% of the paints used are water-based, and with E-Cube technology, which allows overspray to be captured during the painting process, water consumption for air filtration is reduced to zero.

2020: Efficient resource management, energy supply from renewable sources, protection of biodiversity, and recycling of materials: these are just some of the targets achieved in the course of 2020 that aim to meet new global challenges for a more sustainable future. In addition, the company set up a new Sustainability Project Team, an interdepartmental working group with the aim of exchanging new ideas for continuous improvement.

2021: Logistics went greener thanks to a rail transport project of the Urus\* body shells that replaced road transportation, with 85% reduction in CO<sub>2</sub> emissions.

2022: In July, on the occasion of the third round of the Super Trofeo Europe Championship in Misano, Lamborghini Squadra Corse received the ISO 20121 certification from TÜV Italia, which certifies that the organization of an event has been carried out according to the environmental, social, and economic sustainability criteria. The Lamborghini Motorsport department implemented a detailed program for the Misano stage, based on energy-efficiency projects, the reduced use of paper and plastic, the use of local organic products for catering, and food recovery projects for charitable causes and to raise awareness and increase understanding about the issue among everyone involved in the race weekend.

2023: In November, the Lamborghini World Finals held at Vallelunga circuit obtained the ISO 20121 certification from TÜV Italia. This achievement reconfirmed the strategy adopted by Squadra Corse, which in 2022 already received ISO 20121 certification for the Misano stage of the Super Trofeo Europe.

Members of the team, drivers and technicians took part in training courses and awareness-raising initiatives on sustainability issues, with the aim of putting into practice all the correct actions for reducing consumption and cutting waste.

2024: Automobili Lamborghini completed the electrification of its entire fleet as part of the continued evolution of its “Direzione Cor Tauri” strategy, launching the Urus SE\* and the Temerario\*. The House of Sant’Agata Bolognese is the first supercar manufacturer with a fully hybrid fleet, reaching new peaks in sustainability as well as power and agility.

2025: Automobili Lamborghini celebrated ten years of net carbon neutrality at its Sant’Agata Bolognese facility, a milestone underscored by the release of its new Sustainability Report. The document highlights significant progress across all ESG pillars and reaffirmed the company’s strategy: cutting direct emissions through renewable energy and efficiency measures, while responsibly offsetting the residual and unavoidable emissions. The same year, the Lamborghini completed the expansion of the photovoltaic system at its Sant’Agata Bolognese plant, further strengthening its decarbonization roadmap.

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The upgraded installation now includes more than 4,000 solar panels installed covering approximately 12,000 square meters, with a total installed capacity of 2.5 MWp, capable of generating around 2.89 million kWh of renewable energy per year and enabling an estimated reduction of about 1,200 tons of CO<sub>2</sub> annually. This investment builds on a renewable energy journey that began in 2010 and supports the long-term maintenance of net carbon neutrality.

## History

**The name Automobili Lamborghini stands for exclusive and emotional super sports cars. After an eventful history, a new era is evolving with the company's electrification strategy.**

Over the last 60 years, Automobili Lamborghini has developed a series of impactful and coveted cars. During this time, its headquarters have been upgraded, expanded, and reconfigured in line with production, environmental, and technological needs, but it has never lost its original core structure.

In 1963, Ferruccio Lamborghini chose to build his new factory in Sant'Agata Bolognese, just a few kilometers from his hometown of Cento. Construction of the initial part of the factory, which was considered one of the most modern of its time, progressed very fast and was finished in just eight months. On October 20 of the same year, when Ferruccio Lamborghini invited the press to the launch of the first Lamborghini car, the 350 GTV prototype, the completed main structure of the factory was already visible in the photograph's background.

Right from the start, Lamborghini focused on the use of technologically advanced machinery, combining the artisan skills of the workers with the most advanced technology available – a value that remains at the heart of the company's industrial vision today. In 1966, the two assembly lines, one dedicated to engines and mechanical components and the other focused on car assembly, were already supported by ancillary machinery.

Beyond that, the Lamborghini Miura debuted that year. Inspired by the beautiful names of the world of bullfighting, it initiated the brand's naming tradition. With its central engine and fascinating body designed by Marcello Gandini and Nuccio Bertone, the Miura redefined the concept of sports cars in 1966 and earned the title "supercar" from a journalist.

On October 18, 1968, Lamborghini announced the imminent completion of three new industrial buildings that would strengthen the production facilities and create a modern, well-equipped test department. The photograph accompanying this press release is now iconic, as it shows – in addition to the department under construction – the successor model of the 400 GT and two Miura.

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Production went from 67 Lamborghinis produced in 1965 to 425 in 1971, later falling to 55 in 1979 due to the economic crisis of the 1970s. The 1980s marked a resumption of production, reaching 470 cars produced in 1987 along with 300 marine engines.

Together with the Miura, the Countach represents the backbone of the Lamborghini tradition. Once again, Marcello Gandini and Nuccio Bertone created a unique, innovative design whose impact can be felt even today. Manufactured from 1974 to 1978 and crowned by a 25-year anniversary edition as well as the Countach LPI 800-4 presented in 2021, its legacy endures to this day.

In 1983, Lamborghini launched the development and use of carbon fiber for the first time. The new department could be set up thanks to know-how from Seattle, developed on the carbon-fiber and Kevlar components of the Boeing 767. The first carbon-fiber chassis prototype of the Countach Evoluzione was then created. It was the first use of composite materials by Lamborghini and an absolute first for a project of this type for a road car.

In 1990, destined to become the worthy heir of the renowned Miura and Countach, production of the Diablo started. This new supercar was wide, low, and futuristic. Just like its predecessors, it soon became a favorite among car enthusiasts around the world. In the following years, Lamborghini introduced several variations of the Diablo concept, all heavily contributing to the company's legacy.

After joining the Audi Group in 1998, Lamborghini experienced rapid growth in development, production, and its workforce. In 2001, the headquarters underwent significant renovations, including a new office building, an expanded research and development area, a two-story museum, and upgrades to the assembly lines and employee dining facility. Completed in August 2001, the project totaled 155 million euros.

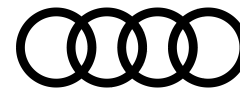
The first car developed under Audi's aegis was the Murciélago in 2001. The legendary V12 supercar embodied the pinnacle of Italian automotive design and engineering. Renowned for its performance and design, it remains a symbol of the great development of Automobili Lamborghini.

On October 25, 2002, the opening of the Lamborghini Centro Stile was announced. The center was to open within a designated area of a new building, housing customer service, the center dedicated to classic Lamborghini cars, and the marine engine sector.

The company was again undergoing rapid growth, producing 1,305 cars with 624 employees. In 2006, with an impressive +30.4% growth compared with the previous year, 2,087 cars were produced.

In 2011, the Aventador was launched, equipped with a carbon-fiber monocoque design and manufactured entirely in Sant'Agata Bolognese. For the car's body, made of 100% carbon fiber, Lamborghini decided on complete in-house production and launched the "CFK" – Lamborghini Carbon Production, further establishing Lamborghini's leadership in the super sports car sector for the production and development of composite materials, which continues today.

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Lamborghini Park opened that year as well, advancing two sustainability initiatives: biomonitoring with bees and an experimental study on CO<sub>2</sub> capture and biodiversity in the Oak Forest. These projects are conducted with the Municipality of Sant'Agata Bolognese and the Universities of Bologna, Bolzano, and Munich.

Subsequently, Automobili Lamborghini introduced the Huracán to its lineup, an immensely coveted model that led to many different derivatives, as there was the Coupe, the Spyder, the RWD, the AVIO, the RWD Spyder, the Performante, the Performante Spyder, the EVO, the EVO RWD, the EVO RWD Spyder as well as the EVO Spyder, STO, Tecnica and Sterrato, delivered from 2014 to 2025.

In 2018, Lamborghini unveiled its groundbreaking third model, the Urus Super SUV. Production commenced in newly constructed facilities in Sant'Agata Bolognese, which included a dedicated Urus assembly line and an advanced finishing department for all Lamborghini models. The renovation also contained a LEED Platinum-certified office building, the highest energy and environmental certification in building design. Furthermore, it included a specialized test track with 13 SUV-specific surfaces, a new logistics warehouse, an expanded trigeneration power plant, and the “Energy Hub” for centralized energy management. Lamborghini launched the innovative “Manifattura Lamborghini” production model, blending artisanal craftsmanship with advanced, sustainable technologies.

In 2023, with the release of the HPEV Revuelto\*, a unique and innovative car that combines a new 12-cylinder engine with hybrid technology, the company started its journey towards a fully hybrid lineup in alignment with the “Direzione Cor Tauri” strategy. This was completed in 2024 when the Plug-In Hybrid Super SUV Urus SE\* and HPEV Temerario\* were added to the portfolio.

Presented in April 2024, the Urus SE\* is the world's first Plug-In Hybrid Super SUV. It was unveiled featuring a new design, optimized aerodynamics, and unprecedented on-board technology. Thanks to its “two hearts,” thermal and electric, the torque and power values are the highest ever (800 CV), giving the SE a unique place in its category and achieving an 80% reduction in emissions.

Presenting itself as the new benchmark in the super sports car segment, the Temerario\* combines an entirely new twin-turbo V8 engine with three electric motors, providing a total power output of 920 CV. The twin-turbo V8 was designed and developed from scratch in Sant'Agata Bolognese and is the first and only production super sports car engine able to reach 10,000 rpm.

In 2025, Automobili Lamborghini introduced its new few-off model, the Fenomeno, featuring a combined output of 1,080 PS. The car sets a new benchmark with 835 PS generated by its naturally aspirated V12 and an additional 245 PS provided by three electric motors. This fusion of Lamborghini's iconic V12 architecture with an advanced hybrid system elevates both dynamic capability and overall performance.

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In 2025, Automobili Lamborghini became the first brand in the super car segment to offer a fully hybridized product range.

## Motorsport

**Despite its long heritage in the motoring world, Lamborghini is in fact a relative newcomer to motorsport. With numerous successes across a range of GT3 racing classes, Lamborghini Motorsport Division Squadra Corse (in English, “racing team”) reliably gives customers exciting motor racing experiences.**

Lamborghinis for GT championships around the world are developed and manufactured right at the company headquarters in Sant’Agata Bolognese. Both the Huracán Super Trofeo EVO2 and the GT3 EVO2 roll off the same production line as the road-going vehicles – but they are assembled by the specialist technicians at Squadra Corse. In the future, the Huracán GT3 EVO2 will be replaced by the new V8 hybrid model of Automobili Lamborghini, the Temerario.

The many title successes since 2015 attest to the quality of the work that Squadra Corse experts do. Noteworthy victories include the 2017 Blancpain GT Series, the 12 Hours of Sebring in 2018 and 2019, and three consecutive wins in 2018, 2019, and 2020 at the 24 Hours of Daytona in the GTD class. The company also swept the Blancpain GT Series, in all three categories in 2019: Overall, Endurance and Sprint.

The next year, Squadra Corse claimed an additional 15 victories in various categories, including multiple class wins. Another 15 victories followed in 2021. Most notably, Squadra Corse achieved its 100<sup>th</sup> GT3 victory in GT World Challenge America en route to the drivers’ and teams’ titles. And that wasn’t the only title in 2021: the company clinched a second successive British GT Championship crown, the International GT Open title and another GT World Challenge Europe ‘triple crown’ of Overall, Endurance and Sprint titles in the Silver Cup. In 2022 the success story did not stop. With more than 10 victories in various categories, Lamborghini for example claimed the 2022 ADAC GT Masters Team title, the GT World Challenge America and International GT Open Championship. In 2024, another great success was added: the DTM championship victory in Hockenheim.

In 2022, Lamborghini Squadra Corse began development work on its SC63 LMDh (Le Mans Daytona hybrid) prototype to compete in the top classes of the IMSA WeatherTech Sports Car Championship and FIA World Endurance Championship (GTP & Hypercar). The V8 twin-turbo engine which powers the SC63 is the first bespoke racing engine produced by Lamborghini since the V12 LE3512 that was used in Formula1 in the early 1990s. It is also the first hybrid engine to be utilized by Lamborghini in motorsport activities.

In 2024, the project became a reality with the debut of the SC63 in the LMDh category, competing in the 24h of Le Mans, marking a significant milestone for the company. In 2025, the SC63 continued its competitive journey by taking part in Petit Le Mans, where it achieved a strong fourth-place finish.

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In the same year, Automobili Lamborghini secured its first-ever victory at the 24 Hours of Spa, successfully completing a strategic cycle that will continue with the debut of the new Temerario GT3 in 2026.

In addition to its GT3 and LMDh program, Squadra Corse operates a unique international motor racing series: the one-make Lamborghini Super Trofeo championship. Here, only Huracán Super Trofeo EVO2 models can participate.

Since its inception in 2009, the championship's categories (Pro, Pro-Am, Am and Lamborghini Cup) have attracted enthusiastic private and professional drivers to jump aboard the 5.2-liter V10 machines to race circuits in Europe, North America and Asia. The traditional season-ending World Finals bring together drivers from each of the regions to fight for the Lamborghini 'world champion' title.

In response to specific customer wishes, Squadra Corse has developed exclusive track-only hypercars. Produced in a limited production series of 40 units for select customers, the Essenza SCV12 is a few off equipped with a naturally aspired V12 engine. Looking ahead, the Huracán GT3 EVO2 will be replaced by the new V8 hybrid model of Lamborghini, the Temerario, marking a new chapter of performance, reliability, and emotion in motorsport from the House of Sant'Agata Bolognese.

**Communication Automobili Lamborghini**

Tim Bravo  
Director of Communication Automobili  
Lamborghini  
Phone: +39 347 3623231  
Email: [tim.bravo@lamborghini.com](mailto:tim.bravo@lamborghini.com)  
[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)

**Communication Automobili Lamborghini**

Camilla Manzotti  
Brand & Corporate Communication  
Phone: +39 360 1077907  
Email: [camilla.manzotti@lamborghini.com](mailto:camilla.manzotti@lamborghini.com)  
[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)

**Communication Automobili Lamborghini**

Francesco Colla  
Product & Motorsport Communication  
Phone : +39 348 8629861  
Email : [francesco.colla@lamborghini.com](mailto:francesco.colla@lamborghini.com)  
[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)

**Communication International Sites**

David Helm  
Spokesperson International Sites /  
Audi Group  
Phone: + 49 841 89 987646  
Mobile: +49 152 58811987  
Email: [david-johannes.helm@audi.de](mailto:david-johannes.helm@audi.de)  
[www.audi-mediacyenter.com](http://www.audi-mediacyenter.com)



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## About Audi

Audi drives transformation and shapes the mobility of tomorrow – with intelligent, electric products.

The premium automotive brand is available in more than 100 markets. Its global production network spans 22 sites in 13 countries. **Vorsprung durch Technik** unites more than 88,000 employees. With courage, passion, responsibility, and trust, they are reinterpreting more than 100 years of automaking tradition for the future. In 2026, Audi is entering Formula 1 with a factory team in a bold expression of its motorsports DNA.

The Audi Group also includes the supercar manufacturer Lamborghini, the luxury brand Bentley Motors, and the motorcycle maker Ducati.

Learn more about the Audi Group [here](#).

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## Fuel/electric power consumption and emissions values of the models named above

### Lamborghini Revuelto

Fuel consumption (weighted, combined): 15 l/100 km (*15.7 US mpg*); power consumption (weighted, combined): 4,7 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 350 g/km (*563.3 g/mi*); CO<sub>2</sub> class (weighted, combined): G; Fuel consumption on discharged battery (combined): 17.9 l/100 km (*13.1 US mpg*); CO<sub>2</sub> class on discharged battery: G

### Lamborghini Urus SE

Fuel consumption (weighted, combined): 5.7 l/100 km (*41.3 US mpg*); power consumption (weighted, combined): 21.4 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 140 g/km (*225.3 g/mi*); CO<sub>2</sub> class (weighted, combined): E; Fuel consumption on discharged battery (combined): 12.9 l/100 km (*18.2 US mpg*); CO<sub>2</sub> class on discharged battery: G

### Lamborghini Temerario

Fuel consumption (weighted, combined): 11.2 l/100 km (*21.0 US mpg*); power consumption (weighted, combined): 4.3 kWh/100 km; CO<sub>2</sub> emissions (weighted, combined): 272 g/km (*437.7 g/mi*); CO<sub>2</sub> class (weighted, combined): G; Fuel consumption on discharged battery (combined): 14 l/100 km (*16.8 US mpg*); CO<sub>2</sub> class on discharged battery: G

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