

VANQUISH

RECALL & SOFTWARE FIRST · CARBON HISTORY · CCB · MONITORING FILE · 2024-

Compiled from public sources, the Aston Martin Vanquish (2024-), its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a new-generation Vanquish transaction. It replaces nothing. The V12 flagship above the DB12, under 1,000 cars a year: a new 835 PS biturbo V12, proven ZF running gear, a carbon body and standard ceramics. The fleet is young, so the file runs on the monitoring doctrine: nothing is proven reliable yet, and nothing is accused. What is documented is one brake-assist recall answered by VIN and a body whose repairs cost like the low production run they come from. Without the VIN-level campaign check and the works software record, do not touch the car.

A · IDENTITY, RECALL & SOFTWARE

- ☐ Identity first: build date, model year, specification and options against the record.
- ☐ VIN campaign check: 25V532 / RA-06-2074 closed, ESP software updated; every MY2025 car needs it.
- ☐ Brake pedal assist and vacuum function tested on the drive.
- ☐ Software and OTA trail documented with the works: on this platform, that is service history.
- ☐ Complete Aston service history against the digital programme; warranty status confirmed.

B · BODY, CARBON & ROOF

- ☐ Carbon skin walked in raking light: door edges, bonnet, body sides, paint depth.
- ☐ Any carbon repair: works documentation and invoices, or HIGH RISK by rule.
- ☐ Panoramic roof: chips, delamination, seals, wind noise, water traces.
- ☐ Panel gaps and hinge positions read; a small park dent prices big on this body.
- ☐ Accident history complete; ADAS recalibration confirmed after any glass or body work.

C · POWERTRAIN, CCB & CHASSIS

- ☐ Cold start filmed: even idle, misfire counters, oil pressure.
- ☐ Boost target versus actual, wastegates and charge cooler read at works level.
- ☐ ZF8: cold D/R, manoeuvring, shift quality, adaptations; e-diff fault memory.
- ☐ CCB measured: surface, chips, edges, temperature history, pad life.
- ☐ DTX dampers checked for leaks and response; full alignment on any finding.
- ☐ Tyres: AML-spec PZ4, DOT dates, even wear; rear pair as a running-cost item.
- ☐ 12V battery SoH read; conditioner use established for standing periods.

VANQUISH

RECALL & SOFTWARE FIRST · CARBON HISTORY · CCB · MONITORING FILE · 2024-

Compiled from public sources, the Aston Martin Vanquish (2024-), its Model File and specialist review · Personal use only · v2.1

D · PRICE & INVESTIGATION ITEMS

The machinery is monitored, not feared: the price sits in the recall state, the carbon history and the ceramics.

- ☐ Open recall or outdated ESP software: closed before money moves.
- ☐ Any undocumented carbon finding: works assessment before purchase, not after.
- ☐ CCB near limits: quoted, the defining consumable.
- ☐ Early build (late 2024 / early 2025): software chain verified and priced like a DB12 early car.
- ☐ Weak 12V or no conditioner: budgeted, phantom faults re-read after replacement.
- ☐ Negotiate from the VIN record and the works readouts, never the badge.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- An unverifiable status on 25V532 / RA-06-2074.
- A hard brake pedal talked away on an un-updated MY2025 car.
- Carbon repairs without documentation, at any price.
- A software history that cannot be produced.
- Reliability claims in either direction: the fleet is too young for both.
- A service history outside the Aston world on a car this new.
- A seller who resists the works-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: recall confirmation, software trail, service record, specification, carbon documentation.
- ☐ The Aston relationship established; the next update and service date confirmed.
- ☐ Battery conditioner installed; ceramics, tyres and fluids baselined.

"The big V12 flagship is back, under a thousand a year, and so far it behaves. Close the one recall, read the software like a logbook, guard the carbon. The rest is monitoring, and monitoring is the point."

Deep dive: Supercar Models Paper 120 · Model File 120 · Owner's Intelligence series.