

ASTON MARTIN DBS

PRE-PURCHASE PROTOCOL · V12 · CARBON CERAMICS · CARBON PARTS · COLLECTOR

Compiled from public sources, the Aston Martin DBS (2007–2012), its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Variant truth first: Coupé or Volante, Carbon Edition, Ultimate Edition, manual or Touchtronic — by chassis data.
- ☐ VIN campaign check: 17V795 (battery cable), 17V796 (TCM park pawl), 13V228 (throttle pedal), 10V449 (suspension bolt), 14V753 (seat heater) — where year and variant apply.
- ☐ CCM history: any disc or pad replacements invoiced — the biggest cost item's paper trail.
- ☐ Oil-change history complete; gearbox oil history per ZF recommendation.
- ☐ Cooling-circuit invoices: thermostat, pump, hoses — what was renewed, when.
- ☐ Carbon parts: originality of splitter, diffuser, mirror housings — replacement or repaint documented.
- ☐ Usage history read honestly: track use, driving style, storage.
- ☐ Battery and charger regime documented.
- ☐ Manual cars: clutch and gearbox invoices — the rarity is priced from its file.

B · BUYER CHECK · AT THE CAR

- ☐ Battery health first: voltages checked before any electrical finding counts.
- ☐ Cold start filmed: even idle, no misfire, no smoke.
- ☐ Misfire counters read; the drive covers load AND part load.
- ☐ Cooling watched warm: stable temperature, no traces at hoses, tank or pump.
- ☐ CCM discs sighted: surface, heat cracks, edge chipping — photographed.
- ☐ Touchtronic: shift quality, kickdown, no flare — cold and warm.
- ☐ Manual: clutch bite, release-bearing noise, synchros.
- ☐ Suspension: dampers, arms, bushings — read against how the car was used.
- ☐ Steering: play, pump noise, line condition.
- ☐ Carbon parts in raking light: splitter, diffuser, mirrors, sills.
- ☐ Electrics round: windows, seats, navigation, climate, park sensors.
- ☐ Volante: roof cycled, seals, drains, linkage — carpet moisture checked.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Compression test on suspicion; borescope on evidence.
- ☐ Coil packs and lambda values assessed; misfire history read out.
- ☐ Cooling system pressure-tested; thermostat and hose age judged.
- ☐ CCM discs MEASURED: remaining thickness against minimum, documented with photographs — a number, not an impression.
- ☐ ZF adaptation values read; oil condition assessed.
- ☐ Suspension play itemized corner by corner; adaptive dampers function-checked.
- ☐ Carbon components inspected for repair traces — originality verdict for collectors.
- ☐ Battery load-tested; quiescent drain measured.
- ☐ Campaign closure verified in the dealer system.
- ☐ Volante: hydraulics, drains and roof control function-tested.
- ☐ Ultimate/Carbon Edition: specification verified against documentation.
- ☐ Typical full specialist PPI cost, rounded orientation (2026):
≈€500–1,000 / ≈£450–900 / ≈\$550–1,100. Indications — obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The V12 and the ZF box are the certainties: the price sits in the carbon ceramics, cooling, ignition, suspension wear — and the file.

- ☐ CCM wear: replacement very high four to five figures — measured and priced before purchase.
- ☐ Coil-pack service due: priced, with the cat-protection logic in mind.
- ☐ Cooling backlog: circuit renewal quoted as a package.
- ☐ Suspension wear on a hard-driven car: itemized from the play list.
- ☐ Carbon-part damage or non-original parts: replacement quoted, originality noted.
- ☐ Manual clutch due: mid four figures — priced.
- ☐ Open campaigns: closed before money moves.
- ☐ Negotiate from the documented file: the cheap DBS with worn ceramics is the expensive one.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- CCM condition presented without measurements.
- Misfires waved off while the counters go unread.
- Cooling history unknown on a fifteen-year-old V12.
- Carbon parts repainted or replaced with no story.
- Track use denied on a car whose brakes and tyres say otherwise.
- Campaign status unverifiable where year and variant are affected.
- A "collector" Ultimate or Carbon Edition without specification documentation.
- A seller who refuses the cold start or the lift.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: CCM measurements with photos, misfire counters, adaptation values, leak map.
- ☐ Battery on a charger; service reset to the calendar doctrine — oil, coolant, brake fluid, gearbox oil.
- ☐ Purchase file, campaign record and originality documentation archived.

"The DBS's V12 is the easy part — measure the ceramics, read the coils, defend the cooling. The biggest number on the invoice is the one nobody measured before buying."

Deep dive: Supercar Models Paper 66 · Model File 66 · Owner's Intelligence series.

FINDINGS & NOTES