

ASTON MARTIN RAPIDE

PRE-PURCHASE PROTOCOL · V12 · GEARBOX GENERATIONS · DAMPERS · CAMPAIGNS

Compiled from public sources, the Aston Martin Rapide/Rapide S, 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: Rapide, Rapide S or AMR — and the gearbox generation, by chassis data.
- ☐ VIN campaign check: 17V796 (TCM park pawl), 13V228/14V010 (pedal arm), 15V846 (door unlocking) — closed where the year applies.
- ☐ Oil-change history complete; 8HP cars with gearbox oil per ZF recommendation.
- ☐ Damper invoices: any adaptive-damper replacements — the costlier finding, documented.
- ☐ Usage history read honestly: chauffeur, family, distance — the four-door reality.
- ☐ Battery and charger regime documented.
- ☐ Cooling-circuit invoices: what was renewed, when.
- ☐ AMR cars: specification and numbering verified against documentation.

B · BUYER CHECK · AT THE CAR

- ☐ Battery health first: voltages before any electrical finding counts.
- ☐ Cold start filmed: even idle, no misfire, no smoke.
- ☐ Touchtronic II cars: park position engages cleanly — every time.
- ☐ 8HP cars: shift quality, kickdown, no flare — cold and warm.
- ☐ Dampers per corner: modes cycled, leak traces sighted, ride verdict on the drive.
- ☐ Brakes measured against weight and usage: discs, pads, lines, calipers.
- ☐ Cooling watched warm: stable temperature, no traces.
- ☐ Leak look from below: cam covers, steering, gearbox, differential.
- ☐ Electrics through all four doors: windows, seats, camera, sensors, infotainment.
- ☐ Interior both rows: leather, headliner, console, rear-seat wear.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Compression on suspicion; misfire counters and lambda values read.
- ☐ Cooling system pressure-tested; hose and thermostat age judged.
- ☐ Touchtronic II: software level and park-pawl campaign status verified (17V796).
- ☐ ZF 8HP: adaptation values read; oil condition assessed.
- ☐ Adaptive dampers function-tested per corner; leak inspection.
- ☐ Suspension play itemized; geometry on any doubt.
- ☐ Brake measurements: disc thickness, pad depth — numbers, not impressions.
- ☐ Battery load-tested; quiescent drain measured.
- ☐ Campaign closure verified in the dealer system.
- ☐ Door-lock function tested inside and out on every door (15V846 story).
- ☐ 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 is the certainty: the price sits in the dampers, the gearbox generation, the brakes and the file.

- ☐ Adaptive-damper findings: per-corner replacement quoted — the costlier classic.
- ☐ Touchtronic II cars priced against the 8HP maturity jump — generation is value.
- ☐ Brake wear on a heavy GT: measured and priced.
- ☐ Cooling backlog: circuit renewal quoted as a package.
- ☐ Open campaigns: closed before money moves.
- ☐ AMR premium only against verified specification and numbering.
- ☐ Negotiate from the documented file: the cheap Rapide with worn dampers is the expensive one.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Park position hesitating on a Touchtronic II car with unverified campaign status.
- Damper leaks dismissed as "they all sweat".
- Brake condition presented without measurements on a two-tonne GT.
- Electrical faults read on a weak battery and never re-checked.
- Usage history that does not match the wear picture.
- Campaign status unverifiable where the build year is affected.
- 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: damper verdict per corner, brake measurements, misfire counters, adaptation values.
- ☐ Battery on a maintainer; service reset to the calendar doctrine.
- ☐ Purchase file, campaign record and PPI report archived.

"The Rapide's V12 outlasts everything around it — buy the dampers, the gearbox generation and the campaign record. The four-door asks how it was used, not just how old it is."

Deep dive: Supercar Models Paper 67 · Model File 67 · Owner's Intelligence series.

FINDINGS & NOTES