

DBS SUPERLEGGERA

PRE-PURCHASE PROTOCOL · 725 PS V12 · CARBON · CCM · SOFTWARE · 770 ULTIMATE

Compiled from public sources, the Aston Martin DBS Superleggera, 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, Volante or 770 Ultimate — output and spec by chassis data (725 vs 770 PS).
- ☐ VIN campaign check: 19V806 (passenger airbag, 2019) and 20V604 (seat-airbag fasteners) — closed where the year applies; electrics/software actions checked by VIN.
- ☐ Software history: updates documented; module versions recorded.
- ☐ Oil-change history complete; gearbox oil per ZF recommendation.
- ☐ CCM history: any disc or pad replacements invoiced.
- ☐ Carbon body: any repairs documented with story and workshop.
- ☐ Battery and charger regime documented.
- ☐ 770 Ultimate: numbering of the 499 and specification verified against documentation.

B · BUYER CHECK · AT THE CAR

- ☐ Battery health first: voltages before any warning counts as a finding.
- ☐ Full scan BEFORE the drive — and again after it.
- ☐ Cold start filmed: even idle, boost builds cleanly, no smoke.
- ☐ ZF 8HP: shift quality, kickdown — cold and warm.
- ☐ CCM discs sighted: surface, cracks, chipping — photographed.
- ☐ Carbon skin in raking light: splitter, diffuser, sills, bonnet, underbody.
- ☐ Exhaust flaps: function and noise behaviour through the modes.
- ☐ Dampers per corner; rear axle listened for on the drive.
- ☐ Interior: dash leather, headliner, console — cosmetic points noted as such.
- ☐ Volante: roof cycled, seals, drains — carpet moisture checked.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Full diagnostic scan with module software levels documented.
- ☐ Turbos assessed: boost curve, wastegates, oil traces in the intake.
- ☐ ZF adaptation values read; oil condition assessed.
- ☐ CCM discs MEASURED against minimum thickness — numbers and photographs.
- ☐ Carbon components inspected for repair traces — quality verdict, value-relevant.
- ☐ Battery load-tested; quiescent drain measured.
- ☐ Cooling and charge-air system checked warm.
- ☐ Suspension play itemized; damper function per corner.
- ☐ Exhaust-flap actuators function-tested electronically.
- ☐ Campaign closure verified in the dealer system.
- ☐ 770 Ultimate: specification and numbering verified — the premium hangs on it.
- ☐ 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

Engine and gearbox are the certainties: the price sits in the ceramics, the carbon skin, the electronics — and the file.

- ☐ CCM wear: measured and priced before purchase — the biggest single number.
- ☐ Carbon-skin damage or poor repairs: directly value-relevant — quoted at factory level.
- ☐ Electronics findings: diagnosed to module level on a stable battery before pricing.
- ☐ Outdated software: update path priced and scheduled.
- ☐ Exhaust-flap faults: actuators priced, not ignored.
- ☐ Open campaigns: closed before money moves.
- ☐ 770 Ultimate premium: only against verified numbering and spec.
- ☐ Negotiate from the documented file: ceramics, carbon, software level.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- CCM condition presented without measurements.
- Carbon repairs with no story on a value-relevant skin.
- A warning cascade read on a weak battery and never re-checked.
- Airbag campaigns unverifiable on a 2019–20 car.
- Boost or turbo noises explained away as "character".
- A "770 Ultimate" without numbering documentation.
- A seller who refuses the full scan.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan with software levels, CCM measurements with photos, battery test.
- ☐ Software brought current; battery on a maintainer; service reset to the calendar doctrine.
- ☐ Purchase file, campaign record and collector documentation archived.

"The Superleggera's 725 PS are the easy part — measure the ceramics, read the carbon, stabilise the voltage. The last great V12 GT is bought through its file."

Deep dive: Supercar Models Paper 68 · Model File 68 · Owner's Intelligence series.

FINDINGS & NOTES