

ASTON MARTIN DBX

PRE-PURCHASE PROTOCOL · CAMPAIGNS FIRST · AIR SUSPENSION · M177 · 707 & S

Compiled from public sources, the Aston Martin DBX family, 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 · CAMPAIGNS & PAPERWORK

- ☐ Variant truth first: DBX, 707 or S, build year — by chassis data.
- ☐ THE LEDGER, closed and documented: 26V200 (rear axle — delivery condition), 24V249/24V712 (oil cooler, 707), 24V255 (fuse box), 25V001 (camera), 24V248, 26V187, 20V784 where the year applies.
- ☐ Software history: updates and OTA record documented.
- ☐ Oil-change and service history complete.
- ☐ Air-suspension invoices: any bellows, compressor or damper work.
- ☐ Battery age, charger regime and drive profile documented.
- ☐ Accident file with structural documentation.
- ☐ Tyre age and specification records — the underrated file.

B · BUYER CHECK · AT THE CAR

- ☐ Battery health first: voltages before any electronic finding counts.
- ☐ Air suspension cycled: every height, every mode — level held, no compressor drama.
- ☐ Cold start filmed: even idle, boost builds cleanly, no smoke.
- ☐ Gearbox: take-off, shift quality, kickdown — 707/S wet clutch judged warm and cold.
- ☐ AWD felt on the drive; no driveline clunks (24V248 story on 2021 cars).
- ☐ Vibration test at speed: wheels, geometry or suspension — measured later, not argued.
- ☐ Brakes: pedal feel, judder, disc condition — CCM sighted where fitted.
- ☐ Underbody look: oil-cooler area on 707s, rear suspension arms.
- ☐ Electronics round: cameras (reversing overlay), displays, navigation, sensors.
- ☐ Tailgate cycled: actuation, soft-close, module behaviour.
- ☐ Windscreen and paint in raking light: chips, blistering on early 707s — recorded as found.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Campaign closure verified in the dealer system — 26V200 physically sighted at the rear axle where possible.
- ☐ Full diagnostic scan with software levels documented.
- ☐ Air suspension: pressures, compressor duty, level calibration, damper function per corner.
- ☐ Oil-cooler lines on 707s inspected — campaign parts confirmed fitted.
- ☐ Battery fuse box sighted on 2021–24 cars: fasteners, cable condition.
- ☐ M177: oil traces, turbo condition, coolant temperatures under load.
- ☐ Gearbox adaptations read; transfer case and AWD function tested.
- ☐ Wheels measured on the balancer on any vibration evidence: runout, radial runout.
- ☐ CCM measured where fitted: thickness, cracks — numbers and photographs.
- ☐ Battery load-tested; quiescent drain measured.
- ☐ Geometry printout on any tyre-wear or vibration evidence.
- ☐ 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 M177 and the drivetrain are the certainties: the price sits in the campaign record, the air suspension, the ceramics and the electronics.

- ☐ ANY open campaign: closed before money moves — 26V200 without exception.
- ☐ Air-suspension findings: high four figures — quoted per component.
- ☐ CCM wear on a 2.2-tonne SUV: measured and priced — the big number.
- ☐ Vibration complaints: diagnosed to wheel/geometry level before pricing.
- ☐ Electronics findings: module-level diagnosis on a stable battery.
- ☐ Windscreen damage: priced — the recurring point on this car.
- ☐ Early-707 paint findings: documented and quoted, not argued.
- ☐ Negotiate from the campaign record and the file — never from the badge.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- 26V200 open, unverifiable — or a seller who has not heard of it.
- Oil-cooler campaign status unknown on a 2023–25 DBX707.
- Air suspension sagging overnight or a compressor running constantly.
- A warning cascade read on a weak battery and never re-checked.
- Vibrations dismissed as "they all do that" without measurement.
- Engine-stall history with the fuse-box campaign unverified.
- A seller who refuses the full scan or the lift.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: full scan with software levels, air-suspension calibration, battery test, CCM measurements.
- ☐ Battery on a maintainer for short-profile use; software brought current; service reset to the calendar.
- ☐ Purchase file and the complete campaign record archived — this car is bought through its ledger.

"The DBX is the calculable one among the super-SUVs — but only bought through its ledger: rear axle, oil cooler, fuse box, camera. Closed campaigns are the spec sheet that matters."

Deep dive: Supercar Models Paper 69 · Model File 69 · Owner's Intelligence series.