

MODEL FILE 118 · ASTON MARTIN · CAMPAIGN & SOFTWARE LEDGER

DB12

4.0 BITURBO V8 · 680-700 PS · COUPE, VOLANTE, S & S VOLANTE · 2023-

THE FAMILY IN BRIEF

THE MODEL

The first of Aston's new generation, from 2023: coupe and Volante at 680 PS (671 bhp) and 800 Nm, 325 km/h, and from MY2026 the DB12 S and S Volante at 700 PS (690 bhp). The 4.0 biturbo V8 comes from the Mercedes-AMG M177 family and was reworked by Aston with its own cam profiles, larger turbo specification, own cooling, management and calibration. Structurally the car is a deep evolution of the DB11: bonded and extruded aluminium, composite panels, front-mid engine, ZF 8-speed transaxle with e-diff, carbon propshaft, around 7 percent stiffer globally per works data. Fields: DB12_OR_DB12_S, COUPE_VOLANTE, BUILD_DATE, ORIGINAL_SPEC.

THE HONEST FRAME

The dossier's classification is adopted unchanged: low observed mechanical risk, medium to high early-production software risk, recall verification critical. To September 2026 there is NO documented series of engine, turbo, ZF8, e-diff, damper or Volante roof failures, and the register keeps that formulation discipline: none found is not none existing, on a fleet this young. The real history concentrates in the oil cooler hoses, the software trail and early trim quality, and on an early DB12 the PRODUCTION MONTH is almost as important as the model year.

THE OIL COOLER HOSE LEDGER

TWO CAMPAIGNS, ONE
LINEAGE

The file's hardest hardware item, verified at the documented level. RA-03-1926 (NHTSA 24V249, April 2024) addressed one failure mode of the oil cooler hose generation; RA-03-1973 (NHTSA 24V712, September 2024) followed on the same hose lineage: wall-thickness variation from the extrusion process, a hose that can split in operation, rapid oil loss, possible stall or seizure, oil on hot parts as a fire risk. Affected DB12 production runs 9 January 2023 to 13 June 2024: 719 US cars and 1,838 more worldwide in the report's population. The register's sharpening from the NHTSA record: cars repaired under the FIRST campaign before 15 August 2024 are expressly included in the second, so an early hose fix does not close this file. Fields: RA_03_1926_STATUS, RA_03_1973_STATUS, OIL_COOLER_HOSE_PART_NUMBER, OIL_LEAK_HISTORY. CRITICAL, closed by VIN with the current part standard confirmed.

SOFTWARE, ELECTRONICS & THE CAMERA RECALL

THE EARLY-SERIES THEME

The DB12 launched Aston's first in-house infotainment platform, and that is where the early complaints concentrated, per documented owner and used-car reporting: frozen or black displays, radio, navigation and CarPlay glitches, resetting settings, inconsistent assistance behaviour, occasional false warnings, mostly on 2023 and early 2024 builds. Aston answered with a documented update chain, including a major early-2025 software state that brought wireless CarPlay and Android Auto and cleared many bugs, delivered by dealer and OTA. The register reads it as on the Artura: the SOFTWARE BIOGRAPHY is service history. Fields: HEAD_UNIT_VERSION, INSTRUMENT_CLUSTER_VERSION, ADAS_VERSION, OTA_UPDATE_HISTORY, OPEN_CAMPAIGNS. Added: RA-30-2015 (NHTSA 25V001, January 2025), MY2024-25, the reversing image can be overlaid by the home screen menu, software remedy by dealer or OTA. HIGH, by VIN. The 12V layer completes the chapter: modern Astons are voltage-sensitive, the battery conditioner connection is a works feature to be used, and undervoltage writes phantom faults across infotainment and ADAS. 12V_BATTERY_SOH is HIGH.

VOLANTE, S & OWNERSHIP

VOLANTE & DB12 S

The Volante carries an electric K-fold fabric roof, eight insulation layers, around 14 s open and 16 s closed, operable to roughly 50 km/h, with targeted structural stiffening (about 3.7 percent more torsional stiffness against the predecessor configuration) and around 110 kg over the coupe. NO systemic roof failure series is documented, and the multi-cycle test, seals, drains and window synchronisation are checked anyway. The DB12 S, from October 2025: 700 PS (690 bhp), shifts around 43 percent faster (about 120 ms), recalibrated dampers and e-diff, thicker anti-roll bar, standard carbon-ceramics, own aero and quad exhaust: the most mature stage of the family, and too young for long-term data. Fields: DB12_S_SPEC, S_CCB_STATUS, VOLANTE_ROOF_STATUS.

OWNERSHIP & PRIORITIES

Service architecture: 12 months or 16,000 km (10,000 miles), whichever first, verified by VIN against the digital programme. Official service matters more than on older Astons, because every visit includes the technical and software updates and the digital history: a purely independent history on an early DB12 is weighted critically, and the Timeless programme (12 months warranty minimum, no mileage cap) can carry real value on early cars. Cost drivers: 21-inch Michelins to AML specification, carbon-ceramics where fitted (HIGH COST EXPOSURE, about 27 kg saved), DTX dampers, body and electronics; no fixed annual figure is invented. Priorities: hose ledger, software trail, campaign status, 12V health, then the ordinary GT items. Market bands pending the transaction dataset.

THE REGISTER VERDICT

Adopted as the family's standing classification: low observed mechanical risk, medium to high early-production software risk, recall verification critical. A late MY2024 or MY2025 with both hose campaigns closed, current software and a clean Aston history is a clearly different asset from an early 2023 build that never ran the update chain, and the DB12 S stands as the family's reference iteration until long-term data exists.

2,557

DB12 in the oil-hose recall population worldwide (719 US, 1,838 further): closed by VIN, both campaigns

680/700

PS (671/690 bhp) and 800 Nm: the reworked M177-family V8, no documented engine series to date

~120

Milliseconds per shift in the DB12 S, about 43 percent faster: the family's most mature stage

Sources: Aston Martin works data (DB12 680 PS = 671 bhp / 800 Nm / 325 km/h; DB12 S 700 PS = 690 bhp, Oct 2025; ZF 8-speed transaxle, e-diff, 3.083:1, carbon propshaft; Bilstein DTX; brakes 400/360 mm steel, 410/360 mm CCB, ca. 27 kg unsprung saving; Michelin PS S 5 AML; Volante K-fold 8 layers, 14/16 s, ca. 50 km/h, +3.7 percent torsional, ca. 1,788/1,898 kg EU; service 12 months / 16,000 km; Timeless terms). NHTSA records verified: 24V249 / RA-03-1926 and 24V712 / RA-03-1973 (DB12 production 9 Jan 2023 to 13 Jun 2024, 719 US + 1,838 further; first-campaign repairs before 15 Aug 2024 expressly included in the second), 25V001 / RA-30-2015 (MY2024-25 reversing camera overlay, software remedy); 26V187 (2026, TPMS) checked: DBX only, not DB12. Early infotainment and trim pattern per documented owner reporting. Market bands pending the transaction dataset.

