MODEL FILE 120 · ASTON MARTIN · V12 FLAGSHIP · MONITORING FILE

VANQUISH

5.2 BITURBO V12 · 835 PS · CARBON BODY · UNDER 1,000 A YEAR · 2024-

THE CAR IN BRIEF

THE MODEL

Revealed September 2024, delivered from the fourth quarter of 2024: the third car to carry the name, and the classic big V12 flagship above the DB12 again, production capped by the works at under 1,000 cars a year. Two seats, front-mid engine, rear drive: the 5,204 cc biturbo V12 at 835 PS (824 bhp) at 6,500 rpm and 1,000 Nm from 2,500 to 5,000 rpm, 0-100 in 3.3 s, 345 km/h, 1,910 kg EU. The ZF 8-speed with shift-by-wire, e-diff and carbon propshaft at 2.93:1, bonded and extruded aluminium structure, and an extensively carbon body: bonnet, door skins and body sides, under a full-length panoramic glass roof. Fields: BUILD_DATE, MODEL_YEAR, ORIGINAL_SPEC, FACTORY_OPTIONS.

THE HONEST FRAME

A MONITORING FILE, and the dossier's discipline is adopted word for word: to September 2026 there is NO documented series of V12, turbo, ZF8, e-diff, DTX, carbon or roof failures, and a young fleet with little data is NOT the same as proven reliability. Every green field runs as LOW OBSERVED / MONITOR, not as LOW by statistical proof. The standing classification: new-platform monitoring risk, recall verification critical, high body and CCB cost exposure, no established powertrain failure pattern yet. As on the DB12, the BUILD DATE weighs almost as much as the model year.

THE NEW V12 & THE DRIVELINE

NOT THE OLD ENGINE WITH MORE BOOST

The works description is specific, and the register keeps it: a strengthened block, new cam profiles, relocated spark plugs, reworked ports, new high-flow injectors, new faster turbochargers running up to 15 percent higher speeds, water-cooled charge cooling, and the BOOST RESERVE strategy that holds charge pressure for immediate torque on reapplication. The inspection follows the architecture: cold start filmed, misfire counters, oil pressure, boost target against actual, wastegates, charge cooler, cooling system, fuel pressure, full fault memory. The driveline is the calm inheritance: the ZF 8HP family is mature, with no Vanquish-specific series documented (adaptations, cold D and R, shift quality, leaks, software), the e-diff and the DTX dampers carry Vanquish-specific calibration and no known weakness, and the EPAS rack turns 2.27 lock to lock with ADAS recalibration due after any glass, bumper, accident or geometry work.

THE BRAKE-ASSIST RECALL

ONE CAMPAIGN, CLEANLY SEPARATED

The file's documented centre, verified: NHTSA 25V532 / Aston RA-06-2074, against MY2025 Vanquish from the production window 14 August 2024 to 26 June 2025, 178 US cars and around 419 more worldwide per the report population. Under certain conditions the vacuum pump can fail to generate adequate vacuum: the pedal goes noticeably hard, brake assist drops, stopping distances can lengthen, and the ABS may pulse the pedal as it compensates. The remedy is an ESP SOFTWARE UPDATE, free of charge, and per the dossier every MY2025 car needs it. The register's separation is recorded as its own line, in the spirit of the design-versus-defect rule: this is NOT a mechanical brake defect. Calipers, ceramic discs and hydraulics are untouched by the finding. Fields: RA_06_2074_STATUS, 25V532_STATUS, ESP_SOFTWARE_UPDATED, BRAKE_PEDAL_ASSIST, VACUUM_ASSIST_FUNCTION. CRITICAL, closed by VIN, and later MY2026 builds are checked by VIN all the same. The register cross-check: NO further Vanquish-specific campaign stands to September 2026, and the DB12 era's oil-cooler-hose and reversing-camera recalls do NOT apply to this car.

BODY, CERAMICS & ELECTRONICS

WHERE THE MONEY SITS

The cost profile is the DB12's, raised a class. The carbon outer skin makes small damage expensive: door edges, parking dents and kerb touches are checked against paint depth, visible weave, repair resin and documentation, and an UNDOCUMENTED carbon repair is HIGH RISK by register rule. BODY PART COST EXPOSURE = HIGH, because under 1,000 cars a year means no volume parts supply for carbon panels, the glass roof, the exhaust or the interior. The panoramic roof itself carries no documented systemic fault and is checked anyway: chips, delamination, seals, wind noise, water traces. Carbon-ceramics are STANDARD (410 mm six-piston front, 360 mm four-piston rear): HIGH COST EXPOSURE, read by surface, chips, edges and temperature history. Tyres are AML-specification Pirelli P Zero PZ4 with PNCS, 275/35 and 325/30 ZR21, and at 1,000 Nm the rear pair is a real running cost. Electronics: the in-house platform shared with DB12 and Vantage, recalibrated here, with NO Vanquish-specific failure series documented, so EARLY SOFTWARE = MONITOR, not KNOWN DEFECT; the software and OTA trail is read as service history regardless. The 12V layer completes it: Aston lists a dedicated Vanquish battery conditioner in the accessories programme, the works' own signal for standing cars, and 12V_BATTERY_SOH is HIGH.

OWNERSHIP

SERVICE & WARRANTY

Service: annual or by works plan, the exact interval carried as VERIFY VIN / MARKET SERVICE SCHEDULE against the digital programme, and official Aston service weighted high while the platform is this software-bound: every visit carries updates and the digital record. Warranty leads today; Timeless becomes relevant later. Factory dependency: MEDIUM/HIGH, above the DB12, below the Ferrari halo class.

COST BLOCKS & PRIORITIES

The annual check frame per dossier: oil and filters, brake fluid, cooling and charge-air circuits, turbo lines, ceramics, tyres, chassis, fault memories, software and campaign status. Cost blocks are named, never invented: routine service HIGH-END GT, body damage VERY HIGH, CCB replacement VERY HIGH, V12 major repair VERY HIGH, with no fixed annual figure in the file. Priorities: recall and software state, then carbon and accident history, then ceramics, then 12V and electronics, then chassis, then V12 and ZF8. Market bands pending the transaction dataset.

835

PS (824 bhp) and 1,000 Nm from the new 5.2 biturbo V12: monitored, not yet proven, per doctrine

<1,000

Cars a year by works cap: exclusivity that prices every carbon panel and glass roof

597

MY2025 cars in the brake-assist recall population (178 US, ca. 419 further): ESP update by VIN

Sources: Aston Martin works data (reveal Sep 2024, deliveries from Q4 2024, production capped under 1,000 a year; 5,204 cc biturbo V12, 835 PS = 824 bhp at 6,500 rpm, 1,000 Nm at 2,500-5,000 rpm, 3.3 s, 345 km/h, 1,910 kg EU; strengthened block, new cams, plug positions, ports, injectors, faster turbos to +15 percent, water-cooled charge cooling, Boost Reserve; ZF 8-speed, e-diff, carbon propshaft, 2.93:1; DTX dampers, EPAS 2.27 turns; carbon bonnet, door skins and body sides; panoramic glass roof; CCB 410/360 mm standard; Pirelli P Zero PZ4 PNCS 275/325 ZR21; Vanquish battery conditioner in the accessories programme). NHTSA record verified: 25V532 / RA-06-2074 (MY2025, production 14 Aug 2024 to 26 Jun 2025, 178 US + ca. 419 further, vacuum pump assist loss, ESP software remedy, all MY2025 per dossier); no further Vanquish-specific campaign to Sep 2026; DB12-era hose and camera recalls checked: not applicable. Monitoring framing per dossier. Market bands pending the transaction dataset.