

MODEL FILE 64 · ASTON MARTIN · GRAND TOURER · FAMILY FILE · VH PLATFORM

ASTON MARTIN DB9

5.9 V12 · COUPE · VOLANTE · RARE MANUAL · DB9 GT · 2004–2016

THE FAMILY IN BRIEF

THE FAMILY

The register separates: DB9 Coupé (2004–2016) · DB9 Volante (2004–2016, its own roof block below) · the RARE EARLY MANUAL (collector-relevant, its own gearbox chapter) · DB9 GT (2015–2016, the series' top model, 540 bhp). The 2013 facelift marks the technical watershed: the dossier's Fazit is adopted — late cars, and the GT above all, represent the most mature state of the line. Fields: DB9_GENERATION, COUPE_OR_VOLANTE, GT_VARIANT.

THE VH ARCHITECTURE

The DB9 was the first volume model on the VH ALUMINIUM PLATFORM — bonded and riveted, and the structure itself counts as very durable: it is NOT led as a known problem. What the file checks instead is REPAIR QUALITY: aluminium structure, bond lines, front and rear subframes, accident repairs, axle geometry. A bonded aluminium car is only as good as its worst repair — the accident file is read before the car is.

POWERTRAIN · THE STRONG PART

AM11 V12 · VERY LOW RISK

The 5.9 V12 is one of the DB9's greatest strengths, and the file records it as the dossier classifies it: ENGINE = VERY LOW RISK. There is no reliable clustering of rod-bearing damage, timing-chain problems, piston or crankshaft failures — the engine counts as long-lived WHERE the maintenance and oil-change history holds up. Which turns the PPI question around: not "is the V12 healthy" but "prove the oil history that keeps it so".

IGNITION & MISFIRES

The known maintenance point: coil packs, plugs, lambda sensors — read together with the MISFIRE COUNTERS. The doctrine has a hard reason: misfires are fixed PROMPTLY, because sustained misfiring endangers the CATALYTIC CONVERTERS — a coil-pack service is mid four figures, cat damage is another league. COIL_PACK_STATUS is a mandatory field.

COOLING & LEAKS

Cooling with age is one of the most important checkpoints: thermostat, radiator, hoses, water pump, expansion tank. The typical warning signs, straight from the dossier: CREEPING TEMPERATURES IN CITY TRAFFIC and slow coolant loss. Leaks: not extreme on this engine, but relevant — cam-cover gaskets, oil cooler, front cover, power steering, differential. A DRY ENGINE IS A QUALITY MARKER, and is recorded as one.

ZF 6HP & THE RARE MANUAL

The ZF 6HP automatic is the second pillar: VERY ROBUST, and not led as a known problem. Checked anyway: soft shifts, kickdown, adaptation values, and the OIL-CHANGE HISTORY — with the file's explicit correction of the period marketing: Aston spoke of a lifetime fill, ZF itself recommends regular changes. The register follows ZF, not the brochure: TRANSMISSION_SERVICE_HISTORY is its own field. The rare early MANUAL is the collector chapter: clutch, synchro rings, second gear — checked specifically, priced specifically.

CHASSIS & BODY

SUSPENSION

Age-driven: control arms, bushings, top mounts, dampers — with the axle measurement as the objective witness: UNEVEN TYRE WEAR points to worn arms or wrong geometry, and is treated as a finding, not a tyre problem. A revision runs the middle four figures; SUSPENSION_STATUS carries the verdict.

CORROSION ON AN
ALUMINIUM CAR

Mostly aluminium — and still checked, at the points the dossier names: door bottom edges, wheel arches, boot edge, and above all the STEEL/ALUMINIUM JUNCTIONS, where GALVANIC CORROSION is documented explicitly, plus the rear subframe. BODY_CORROSION and SUBFRAME_CORROSION are separate fields — mixed-material corrosion is a different diagnosis from rust, and is written up as one.

CARBON CERAMICS · GT &
LATE CARS

Where fitted: discs checked for chipping, heat cracks and REMAINING THICKNESS — replacement is high four to five figures, which makes CARBON_CERAMIC_STATUS a price item, not a footnote. On steel-braked cars the standard checks apply, with corrosion the finding on little-driven examples.

ELECTRICS, INTERIOR & VOLANTE

BATTERY FIRST

The dossier's quiet key point: many DB9 "faults" are voltage artefacts. A weak battery, long standing times and voltage dips generate cascades of error messages — so the PPI rule is: BATTERY_HEALTH IS ESTABLISHED BEFORE electrical findings are counted. The ownership doctrine follows: maintainer as standard, standing time documented.

ELECTRICS, LINN AUDIO &
INTERIOR

Overall solid electrics, with age-typical single failures: TPMS, seat adjustment, window lifters, navigation screen, audio, sensors. Early cars carry the LINN AUDIO chapter: amplifier, navigation and infotainment problems are documented, and many cars were later converted to Alpine components — LINN_AUDIO_STATUS records original, failed or converted. Interior ageing is its own block: the SHRINKING DASHBOARD LEATHER is a known phenomenon by now, plus headliner, seat bolsters, switches and soft-touch surfaces.

VOLANTE

The convertible adds: roof hydraulics, seals, water drains, rear-window heater, linkage. ROOF_SYSTEM_STATUS covers function AND water management — drains and carpets checked, not asked about.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL LEDGER

The dossier's themes verify — and the sweep extends them to a TEN-CAMPAIGN ledger, strongly VIN-dependent. The park story is reframed precisely: it is the transmission PARK LOCK, in two acts — 05V513 (early cars) and 17V796 (MY2009–16: a TCM communication error can prevent the park pawl engaging). The battery-cable campaign is bigger and later than commonly told: 17V795 covers MY2005–09 DB9/DBS, 1,953 cars, seat runner vs battery supply cable, FILED DECEMBER 2017 — the late-filed-campaign doctrine again. The sweep's main addition: the PEDAL-ARM SERIES — 04V538, 13V228 and 14V010, the throttle/accelerator pedal arm can break or displace — plus 10V449 (front lower suspension-arm cam bolt, MY2007–08), 14V425 (shift circuit board, MY2014), 14V753 (seat-heater module), 15V846 (interior door unlocking). VIN_CAMPAIGN_CHECK = MANDATORY, per build year.

MAINTENANCE, COST & STATUS

Maintenance doctrine per dossier: annual oil service · gearbox oil per ZF recommendation · brake fluid every two years · coolant renewed on schedule · battery on a maintainer · ignition serviced preventively. Working magnitudes (Sep 2026): annual service €1,500–2,500 · major service €3,500–6,500 · full coil-pack service mid four figures · suspension revision mid four figures · carbon ceramics high four to five figures. Status: one of the most convincing modern Astons on the used market — V12 and ZF are the certainties, the money lives in cooling, ignition, suspension, battery/electrics and mixed-material corrosion. Bands follow the transaction dataset in the usual round.

12

Years of production 2004–2016: one platform, one engine family — and a clear maturity curve to the GT

10

NHTSA campaigns in the verified ledger — the dossier's themes plus the pedal-arm series the sweep added

540

bhp in the DB9 GT: the most mature state of the line, and the register's reference variant

Sources: Aston Martin factory data (VH aluminium architecture, family structure 2004–2016, 2013 facelift, DB9 GT 540 bhp); NHTSA record verified September 2026 — 04V538, 05V513, 10V449 (suspension cam bolt), 13V228 and 14V010 (pedal arm), 14V425 (shift board), 14V753 (seat heater), 15V846 (door unlocking), 17V795 (battery cable, 1,953 cars MY2005–09, filed 12/2017), 17V796 (TCM park pawl, MY2009–16); AM11 reliability picture, ZF oil doctrine, Linn/Alpine story, dash-leather and battery patterns per the dossier and its named sources. Cost figures are MI working magnitudes; market bands follow the transaction round.