MODEL FILE 65 · ASTON MARTIN · GRAND TOURER · FAMILY FILE

ASTON MARTIN DB11

5.2 BITURBO V12 · AMR · AMG M177 V8 · COUPE & VOLANTE · 2016–2023

THE FAMILY IN BRIEF

THE FAMILY

The register separates: DB11 V12 Coupé (2016–2023, 5.2 biturbo) · V12 Volante (from 2018) · DB11 V8 Coupé (from 2017, AMG M177 4.0 biturbo) · V8 Volante (from 2018) · DB11 AMR (2018–2023, 639 PS) — and the AMR is led as its own sub-variant, because it REPLACED the original V12 as the top model from 2018. Fields: DB11_VARIANT, V12_OR_V8, AMR_SPEC.

POSITION · THE THIN FILE IS THE FINDING

The DB11 marks the transition from the classic Aston to the modern, electronically far more complex GT — and the dossier says openly what this register turns into doctrine: the mechanical file is SHORT because the load-bearing mechanical problem fields barely exist. Both engines, the ZF 8HP and the new aluminium structure show high reliability to date. The PPI weight therefore sits where the car actually lives: SOFTWARE LEVEL, CLOSED CAMPAIGNS, ELECTRONICS, BATTERY STATE, FRONT AXLE.

POWERTRAIN · TWO ENGINES, BOTH STRONG

THE 5.2 BITURBO V12

Aston Martin’s FIRST OWN twin-turbo V12. Checked: turbochargers, cooling circuit, oil loss, charge-air system, high-pressure injection. And recorded honestly: to date NO reliable clustering of rod-bearing damage, timing-chain problems, crankshaft or piston failures — ENGINE = LOW RISK. The V12 is inspected as a turbo engine, not feared as one.

AMG M177 V8

From 2017: the Mercedes-AMG M177 4.0 biturbo — known territory, and fundamentally very robust. Checked: oil loss, coil packs, turbochargers, cooling circuit. There is NO DB11-specific M177 failure series, and owner reports describe the V8 as predominantly reliable: M177_STATUS is a condition field, not a worry field.

TURBOS & THE ZF 8HP

Turbochargers on both engines: boost delivery, wastegates, oil traces, intake tract — NO systematic weakness known. Every DB11 carries the ZF 8HP automatic: cold start, shift quality, adaptation values, and the OIL-CHANGE HISTORY — the register follows ZF’s service recommendation, as on the DB9, not the lifetime story. The hardware itself counts as exceptionally robust: ZF8HP = LOW RISK.

STRUCTURE & CHASSIS

THE NEW ALUMINIUM STRUCTURE	A new bonded aluminium platform — with NO known structural series problem to date. The check is therefore the VH lesson carried forward: front and rear axle mountings, bond lines, underbody, accident repairs, axle geometry. Repair quality decides, and the accident file is read before the car is.
THE FRONT AXLE	The chassis point the dossier explicitly elevates in the PPI — EARLY CARS especially: control arms, bearings, axle measurement, and corrosion. Several sources document GALVANIC CORROSION on early front-axle components: GALVANIC_CORROSION_CHECK is its own field, photographed and documented, not glanced at. FRONT_SUSPENSION_STATUS = HIGH priority on early cars.
COOLING	Radiators, thermostat, water pumps, coolant hoses, expansion tank — the picture to date is AGE-driven, not construction-driven: on a young fleet this is a condition check, recorded with the service history.

ELECTRONICS · THE MAIN FOCUS

SOFTWARE & ELECTRONICS	The most important inspection area of the whole file. Checked: infotainment, driver display, window lifters, alarm system, sensors, and the full fault memory. Early cars showed various electronics and software problems that LATER UPDATES DEFUSED — which is why SOFTWARE_LEVEL is a mandatory field: an early car on early software is a different car from the same chassis updated. "Keep the software current" is maintenance doctrine here, like an oil change.
BATTERY FIRST	The classic GT point, and the DB9 lesson repeated: resting voltage, starting voltage, charging history. Many REPORTED electronics problems trace back to weak batteries — so BATTERY_HEALTH is established before any electronic finding is counted. Maintainer as standard.
INFOTAINMENT & INTERIOR	The infotainment is Mercedes-based architecture: controller, navigation, Bluetooth, camera, software version — early versions were more fault-prone, INFOTAINMENT_VERSION records the state. Interior: leather, seat adjustment, headliner, switches — owners report isolated DROPPING SUN VISORS and cosmetic finishing details, but mechanically little of consequence: recorded as the small stuff it is.
CLIMATE & VOLANTE	Air conditioning: cooling performance, air distribution, compressor, condenser — isolated failures reported, NO widespread pattern. The Volante adds roof hydraulics, seals, water drains and roof control — the DB11 roof construction was intensively developed and counts as reliable to date: checked, not feared.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL RECORD

The dossier's campaign themes verify one for one — four NHTSA recalls, an AIRBAG-CENTRED EARLY-PRODUCTION CLUSTER: 17V411 (MY2017: TPMS calibration — the low-pressure warning may not illuminate) · 18V065 (MY2017–18: the driver's frontal airbag may deploy UNEXPECTEDLY — steering-component grounding plus a broken clockspring) · 19V806 (MY2018–19: passenger-airbag locking nuts insufficiently tightened) · 20V604 (MY2017, 2019–20: front-seat airbag fasteners). One correction in framing to the dossier: this is NOT numerically more than the DB9 — the DB9 ledger carries ten campaigns — but it is DENSE FOR THE FLEET'S AGE, and the pattern is exactly as the dossier reads it: airbags and early production charges. VIN_CAMPAIGN_CHECK = MANDATORY, and campaign closure is a delivery condition on early cars.

MAINTENANCE, COST & STATUS

Maintenance doctrine per dossier: annual oil service · gearbox oil per ZF recommendation · battery on a maintainer · SOFTWARE KEPT CURRENT · coolant renewed on schedule. Working magnitudes (Sep 2026): annual service €1,800–3,000 · major service €4,000–7,000 · ZF gearbox service mid four figures · brakes mid to high four figures. Status: the modern used-Aston proposition — engines and gearbox are the certainties, the money and the risk live in software level, campaign closure, electronics, battery and the early front axle. Bands follow the transaction dataset in the usual round.

4

NHTSA campaigns — an airbag-centred early-production cluster: young, documented, strictly VIN-dependent

639

PS in the AMR: from 2018 it replaces the original V12 as the line's top model — its own sub-variant

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Engine families, both LOW RISK — the file's weight sits in software, battery and the front axle instead

Sources: Aston Martin factory data (family structure 2016–2023, 5.2 biturbo V12, AMR 639 PS, AMG M177, ZF 8HP across the line); NHTSA record verified September 2026 — 17V411 (TPMS calibration, MY2017), 18V065 (driver airbag/clockspring, MY2017–18), 19V806 (passenger-airbag nuts, MY2018–19), 20V604 (seat-airbag fasteners, MY2017/2019–20); engine and gearbox reliability picture, early-software story, galvanic front-axle corrosion and battery doctrine per the dossier and its named sources. Cost figures are MI working magnitudes; market bands follow the transaction round.