

MODEL FILE 66 · ASTON MARTIN · FLAGSHIP GT · VH PLATFORM

ASTON MARTIN DBS

5.9 V12 · 517 PS · COUPE & VOLANTE · CARBON & ULTIMATE EDITION · 2007–2012

THE MODEL IN BRIEF

THE FAMILY

The register separates: DBS Coupé (2007–2012) · DBS Volante (2009–2012, fabric roof) · Carbon Edition (2011–2012, special series) · Ultimate Edition (2012, the closing series — flagged separately per the dossier's collector notes). The very rare MANUAL is marked as especially collectable. Fields: DBS_VARIANT, COUPE_OR_VOLANTE, CARBON_EDITION, ULTIMATE_EDITION.

ONE ENGINE, ONE OUTPUT

All variants carry the hand-built 5.9 AM11 V12 — and one correction in units to the dossier: 510 and 517 are THE SAME OUTPUT, 510 bhp = 517 PS — there was no later power increase on the DBS. The engine counts among the most reliable units of this vehicle class: NO known series problem with rod bearings, timing chains, pistons or crankshaft — V12 = LOW RISK. Checked anyway: cold start, compression on suspicion, oil loss, cam-cover gaskets, crankcase ventilation, ignition.

POWERTRAIN PERIPHERY

IGNITION

The known maintenance point, as across the AM11 family: coil packs, plugs, lambda sensors, misfire counters. Defective coils typically cause misfires under LOAD AND PART LOAD — which is why the counters are read and the drive covers both. COIL_PACK_STATUS is a mandatory field.

COOLING

A very important PPI point: thermostat, water pump, radiator, expansion tank, coolant hoses. The honest frame, straight from the dossier: AGE-RELATED LEAKS OCCUR MORE OFTEN THAN ACTUAL ENGINE DAMAGE — the cooling file is where the V12's reputation is actually defended. COOLING_SYSTEM_STATUS with service history.

GEARBOXES

Most cars: Touchtronic 2 — the ZF 6HP counts as long-lived: shift quality, kickdown, adaptation values, and the oil history per ZF's recommendation, as across the register's Aston files. The VERY RARE MANUAL is the collector chapter: clutch, release bearing, synchronisation — checked specifically, and its scarcity carries substantial collector value: a manual DBS is priced as the rarity it is.

BRAKES · THE CRITICAL COST POINT

CARBON CERAMICS AS STANDARD

The DBS carries CARBON-CERAMIC BRAKES AS STANDARD — and they are the file's single most important cost point: BRAKES = CRITICAL. Checked and MEASURED: disc surface, heat cracks, edge chipping, remaining thickness against minimum, pads. A complete replacement can reach a HIGH FIVE-FIGURE euro amount — which makes CARBON_CERAMIC_STATUS one of the largest value-relevant facts on the car: a number and a photograph, never an impression.

CHASSIS & BODY

SUSPENSION & STEERING

Adaptive dampers, control arms, top mounts, bushings, rear-axle bearings — with the dossier's honest usage note: MANY DBS WERE DRIVEN HARD, so wear is read against how the car was used, not just its age. Steering: play, power-steering pump and lines — no known series problem. SUSPENSION_STATUS carries the verdict.

BODY & THE CARBON PARTS

Aluminium structure with CARBON COMPONENTS: front splitter, diffuser, mirror housings, sills, underbody. Carbon repairs are documented precisely — and for collectors the ORIGINALITY of the carbon parts is its own audit point: splitter, diffuser and mirror housings checked for replacement or repainting. CARBON_BODY_STATUS covers condition AND originality.

ELECTRICS, INTERIOR & VOLANTE

BATTERY & ELECTRICS

The classic GT point: resting voltage, starting voltage, charger present, fault memory — STANDING CARS REACT SENSITIVELY TO UNDERVOLTAGE, and the register's battery-first rule applies before any electrical finding counts. Beyond that, no exceptional weakness: window lifters, seat adjustment, navigation, climate controls, park sensors — age-typical singles.

INTERIOR & VOLANTE

Interior: leather, seat bolsters, headliner, centre console, soft-touch coatings — condition items, documented. The Volante adds roof hydraulics, seals, drain channels and linkage — with the fabric roof's water management checked at the drains and carpets, as everywhere in the register.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL RECORD

The verified NHTSA record shows FOUR campaigns for the DBS: 17V795 (battery supply cable vs seat runner — the DBS shares the DB9's campaign, MY2005–09 cars, filed December 2017: the late-filed doctrine) · 17V796 (Touchtronic TCM — the park pawl may not engage, MY2009–12) · 13V228 (throttle pedal arm may break, cars built May 2012–April 2013) · 10V449 (front lower control-arm cam bolt, MY2007–08 Coupé) — plus the 14V753 seat-heater campaign, which names the DBS in its model list.

NONE FOUND ≠ NONE
EXISTED

Two precisions to the dossier: the register found NO DBS-specific AIRBAG or FUEL-SYSTEM NHTSA recall — per the formulation discipline that is "none found", not "none existed": further VIN-dependent SERVICE campaigns live in the dealer system, and the VIN query remains mandatory.

COLLECTOR LAYER,
MAINTENANCE & COST

Collector notes carried per dossier: Ultimate Edition flagged separately · the manual marked especially collectable · original carbon components audited · CCM discs measured and documented as a core value fact. Maintenance doctrine: oil annually · brake fluid every two years · coolant on schedule · battery on a charger · gearbox oil preventively. Working magnitudes (Sep 2026): annual service €1,800–3,000 · major service €4,000–7,000 · carbon ceramics very high four to five figures · manual clutch mid four figures. Status: technically one of the most reliable classic Astons — the risk sits in the expensive wear and periphery items, not the engine. The Rapide differs enough (suspension, usage, rear axle, interior, electronics) that it gets its own file, per the dossier. Bands follow the transaction dataset.

517

PS — one output in two units (510 bhp): the dossier's "later increase" dissolves as unit confusion

4

NHTSA campaigns verified — and no DBS-specific airbag or fuel recall FOUND: the formulation discipline holds

5

Figures a full carbon-ceramic replacement can reach, in euros: the file's critical cost point

Sources: Aston Martin factory data (DBS 2007–2012, hand-built 5.9 AM11 V12 510 bhp/517 PS, standard carbon ceramics, Carbon Edition 2011–12, Ultimate Edition 2012, Volante 2009–12); NHTSA record verified September 2026 — 17V795 (battery cable, shared with DB9, filed 12/2017), 17V796 (TCM park pawl, MY2009–12), 13V228 (throttle pedal arm, built 05/2012–04/2013), 10V449 (control-arm cam bolt, MY2007–08), 14V753 (seat-heater module, DBS named); no DBS-specific airbag or fuel-system recall found — formulation per register discipline; usage, CCM and collector doctrine per the dossier. Cost figures are MI working magnitudes; market bands follow the transaction round.