

MODEL FILE 67 · ASTON MARTIN · FOUR-DOOR GT · VH GENERATION

ASTON MARTIN RAPIDE

5.9 V12 · RAPIDE & RAPIDE S · TOUCHTRONIC II → ZF 8HP · 2010–2020

THE MODEL IN BRIEF

THE FAMILY

The register separates: Rapide (2010–2013, 5.9 naturally aspirated V12, 477 PS, Touchtronic II 6-speed) · Rapide S (2013–2020, 558–560 PS — and from 2014 the ZF 8HP Touchtronic III, the line's biggest technical change, which clearly improved drivability and daily usability). One addition to the dossier's table from the sweep: the RAPIDE AMR (2018–2019, 603 PS, 210 cars) — the family's collector closer, flagged as its own sub-variant. Fields: RAPIDE_OR_S, GEARBOX_GENERATION, AMR_FLAG.

POSITION

A LONG-DISTANCE FOUR-DOOR GT — and technically still VH generation, close kin of DB9 and first DBS, NOT of the DB11 world: which is exactly why the dossier keeps it structurally separate from the DBS Superleggera, and the register follows. The PPI weight: age wear, suspension, campaign status, the gearbox generation — plus the four-door reality that these cars saw family and chauffeur use, so usage history is read, not assumed.

POWERTRAIN

THE 5.9 V12

The naturally aspirated V12 counts as exceptionally long-lived, and there is NO known Rapide-specific engine-damage series: V12 = LOW RISK. Checked: oil loss at the cam covers, cooling circuit, coil packs, compression on suspicion. The AM11 family doctrine applies unchanged: the counters are read, misfires are fixed promptly, and the cooling file is where the engine's reputation is defended.

TWO GEARBOXES, ONE
WATERSHED

Touchtronic II (Rapide, early S): software level, shift quality, and the PARK POSITION — early cars were covered by the TCM software campaign below, because the park pawl could fail to engage under certain conditions. ZF 8HP (Rapide S from 2014): adaptation values, shift behaviour, oil-change history per ZF's recommendation. The register treats the 8HP switch as the line's maturity jump — GEARBOX_GENERATION is a price-relevant field, not trivia.

CHASSIS & BRAKES

ADAPTIVE DAMPERS

A very important point, elevated per the dossier: adaptive dampers, control arms, bushings, top mounts — and DEFECTIVE OR LEAKING ADAPTIVE DAMPERS are among the costlier findings on a Rapide. Damper function is checked per corner and mode, leak traces sighted, and ADAPTIVE_DAMPER_STATUS carries its own verdict.

BRAKES & WEIGHT

The four-door carries more mass than a DB9 — the brakes work harder for it: discs, pads, brake lines, calipers, all read against the weight and the usage. On little-driven cars corrosion is the finding: on hard-used cars, wear — either way the measurement decides.

ELECTRICS & INTERIOR

BATTERY & ELECTRICS

Like nearly every Aston of the era: STANDING TIME IS THE PROBLEM. Battery condition, charger regime, resting voltage — established before any electrical finding counts. The electrics themselves are RELATIVELY UNREMARKABLE compared with the DB11: infotainment, window lifters, seat adjustment, reversing camera, park sensors — age-typical singles, checked through all four doors and both rows.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL RECORD

The dossier's campaign themes verify: 17V796 (MY2010–15: the TCM communication error — the park pawl may not engage: software update, the campaign the gearbox row anticipates) · 13V228 (throttle pedal arm, cars built May 2012–April 2013) · 14V010 (accelerator pedal arm, MY2014 Rapide S — supersedes 13V228) · 15V846 (door unlocking mechanism, the 2010–16 fleet action RA-01-0021, Rapide S named). Plus VIN-dependent equipment and electrics actions by build year: VIN_CAMPAIGN_CHECK = MANDATORY.

MAINTENANCE & STATUS

Maintenance follows the register's Aston GT doctrine: oil annually, brake fluid every two years, coolant on schedule, battery on a maintainer, gearbox oil per ZF on 8HP cars. Status: the four-door VH car trades on condition, gearbox generation and file — the AMR trades as the collector closer. Bands follow the transaction dataset in the usual round.

2

Gearbox generations — the ZF 8HP from 2014 is the maturity jump, and a price-relevant field

4

NHTSA campaigns verified: 17V796 park pawl, 13V228/14V010 pedal arm, 15V846 door unlocking

210

Cars in the Rapide AMR (2018–19, 603 PS) — the collector closer the dossier's table omits

Sources: Aston Martin factory data (Rapide 2010–2013 477 PS, Rapide S 2013–2020 558–560 PS, ZF 8HP from 2014, Rapide AMR 2018–19 603 PS/210 cars); NHTSA record verified September 2026 — 17V796 (TCM park pawl, MY2010–15), 13V228 (throttle pedal arm, built 05/2012–04/2013), 14V010 (accelerator pedal arm, MY2014, supersedes 13V228), 15V846 (door unlocking, RA-01-0021 2010–16); adaptive-damper, brake-load and battery doctrine per the dossier and its named sources. Market bands follow the transaction round.