

MODEL FILE 68 · ASTON MARTIN · HIGH-PERFORMANCE GT · DB11 GENERATION

DBS SUPERLEGGERA

5.2 BITURBO V12 · 725 PS · COUPE & VOLANTE · 770 ULTIMATE · 2018–2023

THE MODEL IN BRIEF

THE FAMILY

The register separates: DBS Superleggera Coupé (2018–2023) · Volante (2019–2023) · DBS 770 Ultimate (2023) — led as the COLLECTOR SUB-CHAPTER per the dossier: 770 PS, 499 cars (300 Coupé, 199 Volante), the series' send-off. Technically this is a different world from the first DBS: DB11/DB12 generation, not VH — which is why the register keeps the two DBS files apart, exactly as the dossier argues. Fields: DBSSL_VARIANT, COUPE_OR_VOLANTE, ULTIMATE_770.

ONE CORRECTION FIRST

The dossier lists 639 PS — that is the DB11 AMR's number. The DBS Superleggera carries the 5.2 biturbo V12 at 725 PS (715 bhp) and 900 Nm: the correction matters precisely because the two cars share the engine family and the showroom era. The 770 Ultimate raises it to 770 PS. Register rule as ever: output by variant, from chassis data, never from memory.

POWERTRAIN

THE 5.2 BITURBO V12

Checked: turbochargers, oil loss, cooling system, charge-air cooling, high-pressure injection. And recorded honestly: to date NO reliable series of heavy engine damage exists — owner and workshop experience describes the engine as very robust WHERE maintenance and battery voltage are right: ENGINE = LOW RISK, with the condition attached. The register inspects it as a turbo engine — boost delivery, oil traces in the intake — not as a worry.

ZF 8HP

No known hardware weakness: shift quality, adaptation values, software level. The oil history follows ZF's recommendation, as across the register's modern Aston files — ZF8HP = LOW RISK.

ELECTRONICS · THE FOCUS

BATTERY, SOFTWARE & MODULES

The dossier puts the weight here, and the file follows: battery condition, control modules, fault memory, software version. UNDERVOLTAGE CAN PRODUCE A CASCADE OF WARNINGS — a stable battery and a current software level are therefore central inspection points, and the register's battery-first rule applies before any electronic finding counts. SOFTWARE_LEVEL and BATTERY_HEALTH are mandatory fields; the full scan brackets the test drive.

CARBON, CHASSIS & INTERIOR

CARBON CERAMICS

The very high cost point, as on every CCM Aston: discs, pads, cracks, edge chipping — MEASURED against minimum thickness and photographed. CARBON_CERAMIC_STATUS is a number, and one of the car's largest value-relevant facts.

THE CARBON BODY

Front splitter, diffuser, side sills, bonnet, underbody — the Superleggera's carbon skin is checked in raking light: damage or poorly executed repairs are directly VALUE-RELEVANT, and every repair is documented with its story. CARBON_BODY_STATUS covers condition and repair quality.

CHASSIS & EXHAUST FLAPS

Adaptive dampers, control arms, bushings, rear axle — with a generation note from the dossier: corrosion on chassis components runs CLEARLY LOWER than on the first DBS. The practical singleton: EXHAUST FLAPS — occasionally sticking flaps and actuators are reported, not exclusive to the DBS but real: function and noise behaviour checked on the drive. Interior: leather, dash, headliner, console — the occasionally reported DETACHING DASH LEATHER is a cosmetic material point, recorded as such.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECORD

No exceptionally large recall history — and the sweep confirms it with numbers: the DBS Superleggera shares the DB11 family's AIRBAG campaigns — 19V806 (passenger-airbag installation, 2019 Coupé, factory action RA-01-1327) and 20V604 (front-seat airbag fasteners, RA-01-1418) — and beyond that the register finds no standalone DBS-Superleggera recall series: per the formulation discipline, "none found", with the VIN query covering airbag, electrics and software actions by build year. VIN_CAMPAIGN_CHECK = MANDATORY.

COLLECTOR LAYER & STATUS

The 770 ULTIMATE runs as its own collector chapter: specification, numbering of the 499, originality — documented like the send-off it is. Status: the high-performance GT of the line — the money lives in the carbon ceramics, the carbon body, electronics/battery/software, and the file: the engine and gearbox are the certainties, as across the modern Aston register. Bands follow the transaction dataset in the usual round.

725

PS — the dossier's 639 corrected: that is the DB11 AMR's number, not the Superleggera's

2

Airbag campaigns shared with the DB11 family (19V806, 20V604) — no standalone recall series found

499

Cars in the 770 Ultimate (300 Coupé, 199 Volante): the collector chapter that closes the series

Sources: Aston Martin factory data (DBS Superleggera 2018–2023, 5.2 biturbo V12 725 PS/900 Nm, Volante 2019–23, DBS 770 Ultimate 2023: 770 PS, 499 cars); NHTSA record verified September 2026 — 19V806 (passenger airbag, 2019 Coupé, RA-01-1327) and 20V604 (seat-airbag fasteners, RA-01-1418) shared with the DB11 family; no standalone DBS-Superleggera recall series found — formulation per register discipline; battery/software focus, carbon and CCM doctrine, exhaust-flap and dash-leather notes per the dossier and its named sources. Market bands follow the transaction round.