

MODEL FILE 69 · ASTON MARTIN · PERFORMANCE SUV · FAMILY FILE

ASTON MARTIN DBX

AMG M177 · DBX · DBX707 · DBX S · AIR SUSPENSION · 2020–

THE FAMILY IN BRIEF

THE FAMILY

The register separates: DBX (2020–2024, AMG M177 4.0 biturbo, 550 PS) · DBX707 (from 2022, 707 PS — technically and dynamically THE DECISIVE VARIANT, per the dossier) · DBX S (from 2025/26, 727 PS — built on the 707 with power, weight and chassis optimisation). One precision to the gearbox line: the base DBX carries the 9-speed TORQUE-CONVERTER automatic, the 707 and S the 9-speed WET-CLUTCH version — the dossier's wet-clutch note belongs to the 707/S. Fields: DBX_VARIANT, STANDARD_707_S.

POSITION

One of the more reliable performance SUVs of its class to date — and the dossier's comparative Fazit is adopted: unlike some rivals, the DBX's factory campaigns concern CLEARLY IDENTIFIABLE SINGLE COMPONENTS (oil-cooler lines, fuse box, rear axle, camera), NOT the drivetrain itself. That makes the car — the 707 above all — a comparatively calculable used purchase, ON ONE CONDITION: every campaign documented and closed. Which is why this file runs RECALL_STATUS = CRITICAL, above everything else.

POWERTRAIN · THE STRONG PART

AMG M177

The engine is one of the DBX's greatest strengths: checked for oil loss, turbochargers, high-pressure injection, coolant temperatures, ignition — and recorded honestly: to date NO reliable DBX-specific series of heavy engine damage. ENGINE = LOW RISK, as across the register's M177 files.

GEARBOX & AWD

Shift quality, launch control, take-off behaviour, adaptation values, transfer case, all-wheel function — NO known constructive weakness in either gearbox. The one documented early-production point sits in the DRIVELINE, not the gearbox: 24V248 — loose fasteners at the front propeller shaft and front differential on 2021 cars. Checked as campaign status, not feared as a pattern.

CHASSIS · SUSPENSION FIRST

AIR SUSPENSION

One of the most important PPI points: air bellows, compressor, ride height, level control, adaptive dampers. There is NO widespread failure series to date — but the system's complexity demands a COMPLETE test: every height, every mode, level behaviour overnight where possible. AIR_SUSPENSION = HIGH PRIORITY, and repairs run to the high four figures — the file treats the system with respect, not suspicion.

THE REAR AXLE · 26V200

The current OEM headline, verified: campaign 26V200 (2026) — the TORQUE REACTION LINK pin can slide out, the rear suspension arm can crack or shear, and vehicle control can be affected. Coverage is the whole line: DBX 2021–26, DBX707 2023–26, DBX S 2026. REAR_SUSPENSION_RECALL_COMPLETE is a mandatory field, and on any car the campaign's closure is a DELIVERY CONDITION.

BRAKES, WHEELS & TYRES

DBX707: carbon ceramics near-standard depending on market — discs, pads, heat cracks, pedal feel, with the thermal load of a 2.2-tonne performance SUV taken seriously: replacement high four to five figures. The underrated point per dossier: WHEELS AND TYRES — tyre age, inner shoulders, rim runout, radial runout. Owner-reported VIBRATIONS regularly trace to wheels, suspension or geometry: the measurement decides, not the anecdote.

ELECTRICS, SOFTWARE & BODY

FUSE BOX & BATTERY

The verified electrical campaign: 24V255 (DBX 2021–24) — loose cables in the battery fuse box could cause ENGINE STALL or loss of headlights and power steering: fasteners and damaged components replaced. BATTERY_FUSEBOX_RECALL_COMPLETE is mandatory. Beyond it, the modern-Aston battery doctrine: undervoltage produces cascading faults, short drive profiles without a maintainer invite trouble — BATTERY_HEALTH established before any electronic finding counts.

SOFTWARE & THE CAMERA

Software level, OTA history, cameras, navigation, driver display, fault memory. The documented point: 25V001 (2025 DBX707) — the reversing-camera image could be OVERLAID BY THE INFOTAINMENT MENU when reversing: a software campaign, closed by VIN. SOFTWARE_BASELINE and INFOTAINMENT_VERSION are fields, and "software current" is maintenance doctrine, as on every modern Aston in the register.

BODY POINTS

Three honest practical points, each carried at its real size: TAILGATE — isolated reports on tailgate modules (actuation, soft-close), no proven series. WINDSCREEN — recurring reports of stone-chip-sensitive front glass: not a construction defect, but a recurring PPI point, checked and priced. PAINT — isolated documented reports of blistering or curing flaws on EARLY DBX707s, without reliable evidence of a general series: per the formulation discipline, inspected in raking light and recorded, not alleged. Interior material quality is high, age problems barely documented yet — and the odd first campaign belongs here too: 20V784 (2021), headliner foam blocks missing at production.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE EIGHT-CAMPAIGN
LEDGER

The dossier's four themes verify — and the sweep extends them to EIGHT campaigns: 26V200 (rear torque reaction link, the whole line) · 26V187 (TPMS warning, 2025–26 DBX/DBX S — the sweep's addition) · 25V001 (reversing camera, 2025 707) · the OIL-COOLER STORY IN TWO ACTS — 24V249 (hose may burst, 2023–24 707) and 24V712 (hose may split, 2024–25 707): together they cover 2023–25, and OIL_COOLER_RECALL_COMPLETE covers both · 24V255 (battery fuse box, 2021–24) · 24V248 (driveline fasteners, 2021) · 20V784 (headliner foam, 2021). VIN_CAMPAIGN_CHECK = MANDATORY — this file's risk matrix puts the recall status at CRITICAL, above every mechanical topic.

MAINTENANCE, COST &
STATUS

Maintenance doctrine per dossier: annual service · battery charged regularly, maintainer for short-profile cars · gearbox oil per manufacturer recommendation · air suspension checked regularly · software kept current. Working magnitudes (Sep 2026): annual service €2,000–3,500 · major service €4,000–8,000 · carbon ceramics high four to five figures · air-suspension work high four figures. Status: a technically calculable used performance SUV — the M177 and the drivetrain are the certainties, and the file stands or falls with the campaign record. Bands follow the transaction dataset in the usual round.

8

NHTSA campaigns verified — the dossier's four themes plus driveline fasteners, TPMS and the headliner oddity

707

PS in the DBX707: technically and dynamically the decisive variant, and the register's reference

2

Acts in the oil-cooler story (24V249 + 24V712, 2023–25 DBX707): one field covers both — closed, or not bought

Sources: Aston Martin factory data (DBX 2020–24 550 PS, DBX707 from 2022 707 PS, DBX S from 2025/26 727 PS, air suspension, 9-speed torque-converter vs wet-clutch split); NHTSA record verified September 2026 — 26V200 (torque reaction link, DBX 2021–26/707 2023–26/S 2026), 26V187 (TPMS), 25V001 (reversing camera), 24V712 + 24V249 (oil-cooler hoses, 707), 24V255 (battery fuse box), 24V248 (driveline fasteners), 20V784 (headliner); air-suspension, battery, wheel/vibration, windscreen and paint notes per the dossier and its named sources — isolated reports carried as isolated. Cost figures are MI working magnitudes; market bands follow the transaction round.