

MODEL FILE 72 · ASTON MARTIN · HYPERCAR · HALO PROTOCOL

ASTON MARTIN ONE-77

7.3 COSWORTH V12 · 760 PS · CARBON MONOCOQUE · 77 CARS · 2009–2012

THE CAR IN BRIEF · OUTSIDE THE NORMAL RANGE

POSITION

Exactly 77 cars, Coupé only — no Spider, GT or special variants: the few prototypes exist but are NOT part of the PPI universe. The dossier's Fazit is the file's frame: the One-77 differs from nearly every other Aston in that THE TECHNOLOGY IS NOT THE MAIN RISK — originality, carbon structure and documentation are. What this car needs is a COLLECTOR AUDIT, in the class of the Ferrari F50, the McLaren F1 and the Carrera GT: halo protocol, no market bands, single transactions, single files.

ONE CORRECTION IN UNITS

The dossier lists 750 PS — the factory figure is 750 bhp, which is 760 PS: the same unit family as on the DBS and the McLaren files, corrected once and carried consistently. Torque stands at 750 Nm. Register rule: output in both units, from the factory record.

POWERTRAIN

THE COSWORTH 7.3 V12

Based on the Aston V12 but COMPREHENSIVELY reworked by Cosworth — checked: cold start, compression, oil loss, oil pressure, ancillaries, coolant temperature. And recorded honestly: to date NO reliable series of rod-bearing damage, timing-chain problems, piston failures or crankshaft damage. ENGINE = VERY LOW RISK — the naturally aspirated Cosworth V12 counts as exceptionally solid, and is inspected, not feared.

GRAZIANO & THE CLUTCH

The 6-speed AUTOMATED MANUAL (Graziano): fundamentally robust, but it demands CLEAN CALIBRATION and regular reading of the clutch values — checked: clutch wear, shift actuator, hydraulic pressure, gear changes, calibration. The clutch matters doubly at 750 Nm: remaining wear, bite point, take-off behaviour, adaptation values. The fleet's low mileages reduce wear — but LONG STANDING TIMES create their own problems, and the file treats both honestly: CLUTCH_WEAR is a number, read out, never guessed.

STRUCTURE · CARBON FIRST

CARBON MONOCOQUE · CRITICAL

One of the most important PPI points of the file: monocoque, bonded joints, underbody, crash structure, carbon laminates. The doctrine is absolute: REPAIRS MUST BE COMPLETELY TRACEABLE — engineering documentation, factory involvement, photographs — or the file closes. CARBON_TUB = CRITICAL, and on any accident suspicion: composite NDT, never a paint gauge.

THE CARBON BODY

Front splitter, diffuser, wings, doors, bonnet — every repaint and every repair documented. On a 77-car fleet, the body's originality is itself a provenance fact: CARBON_BODY_STATUS covers condition, repair quality AND originality in one verdict.

SYSTEMS

CHASSIS, BRAKES & ELECTRONICS

Adaptive dampers, control arms, top mounts, axle geometry — NO known series problem: age and standing time decide. Carbon-ceramic brakes: discs, pads, heat cracks, surface condition — with replacement in the VERY HIGH FIVE FIGURES, one of the most value-relevant points on the car: measured and photographed. Electronics: modules, fault memory, instruments, window lifters, air conditioning — no systematic weakness documented: age-typical singles on a low-mileage fleet.

BATTERY & STANDING TIME

The classic collector-fleet point: most One-77s live in collections and move rarely. Resting voltage, charging history, permanent maintainer — and the register's standing-time doctrine applies in full: fluids age by calendar, tyres age by date, the air conditioning wants running, and a car that never moves is not preserved, it is neglected in slow motion.

THE COLLECTOR AUDIT

PROVENANCE ABOVE TECHNOLOGY

The dossier's central sentence, adopted verbatim as doctrine: on a One-77 the PROVENANCE IS NEARLY MORE IMPORTANT THAN THE TECHNICAL CONDITION. Verified: complete factory documentation, build sheet, numbering (#1–77), original parts, paint, service history, ownership history. Interior: leather, carbon surfaces, instruments, seat adjustment — read for ORIGINALITY more than wear. ONE77_BUILD_NUMBER, FACTORY_RECORDS, ORIGINALITY_SCORE and PROVENANCE_SCORE carry the file.

FACTORY ACTIONS & MARKET

THE RECORD

NO known series of large OEM recalls exists for the One-77 — and the reason is structural: practically all cars are factory-near in their care, so much runs through INDIVIDUAL SERVICE INFORMATION rather than classic campaigns. The register's formulation discipline applies: "none found", never "none existed" — checked anyway: all Aston Martin service campaigns, software levels, documented works updates, at the factory, by chassis number.

MAINTENANCE & EXPOSURE

Maintenance doctrine per dossier: ANNUAL SERVICE REGARDLESS OF MILEAGE · battery permanently on a maintainer · regular fluid changes · tyre age documented · air conditioning run regularly. Working magnitudes (Sep 2026): annual service €3,000–6,000 · major service €8,000–15,000+ · carbon ceramics very high five figures · carbon bodywork case-by-case, very high. Halo protocol: no bands — auction results and documented specialist sales are the reference, and the file prices from provenance first.

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Cars — one number, one register: the file is a collector audit, not a used-car PPI

760

PS (750 bhp) from the Cosworth 7.3 V12 — the dossier's 750 corrected: the engine is the certainty

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CRITICAL fields (carbon tub, provenance) — on this car neither is mechanical

Sources: Aston Martin factory data (One-77 2009–2012, 77 cars, 7.3 Cosworth-developed V12 750 bhp/760 PS/750 Nm, 6-speed Graziano automated manual, carbon monocoque, CCM); no One-77 recall series found in the accessible record — factory-near care via individual service information, formulation per register discipline; carbon, clutch/calibration, standing-time and provenance doctrine per the dossier. Cost figures are MI working magnitudes; no bands per halo protocol — single files decide.