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ASTON MARTIN DBS & RAPIDE

Two interpretations of one architecture, 2007-2020 - the Bond flagship, the four-door outsider, and the format that decides the market

3,381 + 2,872

DBS (2,536 coupés, 845 Volantes, 2007-2012) and original Rapides (2010-2013, built largely at Magna Steyr) - documented, not guessed

510-603 bhp

The 5.9 naturally aspirated V12 from DBS through Rapide S to the 210-car Rapide AMR - the family's one constant

US$225K vs 92K

Manual against automatic DBS Volante benchmarks, mid-2026 - the transmission premium in one number

€35-350K+

The 2026 market span, deferred Rapide to exceptional manual Volante - body format moves value more than mechanics

JULY 2026 PUBLIC SOURCES ONLY NOT INVESTMENT ADVICE

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01 EXECUTIVE SUMMARY

This paper pairs two cars that share everything mechanical and almost nothing commercial. Both develop the VH bonded-aluminium architecture around the naturally aspirated 5.9-litre V12, a rear transaxle and hydraulic steering; both descend from the DB9 generation this library documented in Paper 68. The DBS (2007-2012, 3,381 cars - 2,536 coupés and 845 Volantes) was the flagship: 510 bhp, extensive carbon-fibre bodywork, carbon-ceramic brakes, manual or Touchtronic, and the Bond association of Casino Royale and Quantum of Solace. The Rapide (2010-2020) translated the same idea into the marque's first series-production four-door: 2,872 original cars built largely at Magna Steyr in Graz, developed through the Rapide S and its transformative 2014 eight-speed update, and closed by the 210-car, 603 PS Rapide AMR - the only model here with a factory-numbered scarcity case.

The governing principle is the Format Rule: the same Aston Martin architecture became either a collector flagship or a depreciated four-door bargain - body format changes market behaviour more than mechanical quality. The evidence is in the benchmarks: a manual DBS Volante tracks around US$225,000 while an automatic Rapide with the same engine family tracks near US$45,000 - identical custody costs, opposite market meanings. The buyer's line follows: buy the DBS for significance, the Rapide for utility, and the AMR for rarity - and budget all three as the hand-built V12 Astons they are underneath.

Key Finding

The transmission premium is unambiguous: manual DBS coupés benchmark ~US$146K against ~US$90K automatics, and manual Volantes ~US$225K against ~US$92K - the manual cars trade in a separate market, and the family's collector hierarchy runs manual Volante, manual coupé, Bond-significant chassis, factory editions, then automatics.

The Rapide is the marque's great value paradox: it depreciated like a luxury saloon and still invoices like a hand-built V12 Aston Martin - a cheap original Rapide can consume half its market value in one recommissioning cycle, while the late eight-speed Rapide S is the best-value V12 ownership in this library.

The DBS's price lives in specification-dependent components: carbon-ceramic discs (€15,000-25,000+ at replacement) and carbon body panels (repairs frequently five figures) can move a car's honest price by more than its service history - and low mileage proves neither.

02 TWO INTERPRETATIONS OF THE VH PLATFORM

One architecture, two missions - and why the files belong in one paper.

The DBS and Rapide are opposite ends of one engineering idea. The DBS concentrated the DB9 into a two-door flagship: carbon panels saving 30 kg, ceramics, adaptive damping, the manual gearbox and a 307 km/h calling card - the analogue flagship, bought for significance. The Rapide extended the same platform into four swan-wing doors and four individual seats - Aston's own framing insisted the rear passengers remain part of the driving experience rather than sit in a limousine compartment - and the market treated it as an outsider, which is precisely today's opportunity. The paper keeps them together because their ownership files overlap almost completely:

The same V12 with the same timing-cover and ignition economics, the same transaxle and torque-tube questions, the same bonded-structure repair standards, the same low-voltage sensitivity. What differs is the mission - and, through the mission, the market: carbon and ceramics against space and touring, Bond provenance against commercial obscurity, collector trajectory against depreciation-led value. Neither reading is wrong; they are the same car format-shifted, and the Format Rule prices them.

03 THE BOND FLAGSHIP

DBS coupé and Volante, 2007-2012 - manual scarcity, carbon identity, ceramic stakes.

The DBS arrived above the DB9 as the synthesis of the marque's race-derived technology: 510 bhp and 570 Nm from the 5.9 V12, a six-speed Graziano manual first and Touchtronic II from 2008, carbon-ceramics standard, adaptive damping, and carbon-fibre bonnet, wings, boot and aero components. It reached cinema before showrooms - Casino Royale's stunt car set a barrel-roll world record - and the Bond association explains why the DBS is more recognisable and collectible than 3,381 cars would suggest. The Volante followed in 2009: same drivetrain choices, 2+2 seating, the fabric roof cycling in fourteen seconds, structural reinforcement and modest weight - and manual Volantes are the family's genuine rarities, which the benchmarks now price. The internal scarcity map matters more than coupé-versus-Volante: manual versus automatic first, Carbon editions and documented provenance second - with the Carbon Black, Carbon Edition, 20-car UB-2010 and 88-car Dragon 88 handled as identity checks rather than separate mechanical chapters. Manual production was substantially lower than automatic; the paper deliberately quotes no precise manual split without archival confirmation.

04 THE FOUR-DOOR OUTSIDER

Rapide, Rapide S and the AMR - Graz, the eight-speed transformation, and 210 closing cars.

The original Rapide (2010-2013, 2,872 cars) carried 477 PS and 600 Nm through the six-speed Touchtronic II: four swan-wing doors, four individual seats, a liftback with folding rear seats and movable bulkhead - a four-seater, not a limousine, with narrow rear access and limited headroom that suit children, smaller adults and occasional use. That packaging reality is not a defect, but it decides whether the car fits the buyer. The Rapide S (2013) brought the AM11 V12 at ~558 PS and a revised nose; the decisive 2014 update added the AM29 engine (~560 PS) and the eight-speed ZF Touchtronic III with a revised torque tube - materially different in drivability and the strongest normal-production choice for actual use. The Rapide AMR (2018-2020, 210 cars) closed the line as the most focused four-door Aston of its era: 603 PS, ~330 km/h, ceramics, model-specific suspension, 21-inch wheels and an engine character Aston explicitly linked to the Vantage GT12. It is not a trim package - it is the final and most developed Rapide, and the only one with a clean scarcity thesis.

DBS & RAPIDE FAMILY - SPECIFICATION	
DBS coupé (2007-2012)	5.9 NA V12 · 510 bhp, 570 Nm · Graziano 6-speed manual or Touchtronic II · carbon-ceramics, adaptive damping, carbon panels (-30 kg) · ~307 km/h · 2,536 cars
DBS Volante (2009-2012)	Same drivetrain choices · 2+2, 14-second fabric roof · 845 cars - manual Volantes the family's genuine rarities
Rapide (2010-2013)	477 PS, 600 Nm · Touchtronic II 6-speed · four swan doors, four seats, liftback · 2,872 cars, built largely at Magna Steyr, Graz
Rapide S (2013-2018)	AM11 then AM29 V12, ~558-560 PS · 2014: 8-speed Touchtronic III with revised torque tube - the transformative update; S production low-volume, unnumbered
Rapide AMR (2018-2020)	603 PS · ~330 km/h · 8-speed · carbon-ceramics, AMR aero and suspension, 21-inch wheels · GT12-linked character · 210 cars - the factory-numbered scarcity case
Editions	DBS Carbon Black, Carbon Edition, UB-2010 (20), Dragon 88 (88) - identity checks, not mechanical chapters; Bond provenance supports the whole DBS family

(DBS totals per documented production records - 3,381 cars; the ~3,400 registry rounding is retained where sources differ. Rapide S totals are deliberately left unnumbered: no reliable public table exists, and internet precision here is invention.)

05 THE V12 FILE

Shared by both cars - oil, ignition, cooling, gearboxes, and the recall that is a checklist line.

Timing-cover and oil leaks - five stars. The V12 leaks with age from timing-cover seals, cam covers, sump joints and oil-cooler connections - and the timing-cover repair is labour-intensive beyond its appearance: €4,000-7,000 here, budgeted, not discovered. Distinguish ageing mist, active leakage, belt contamination and the freshly cleaned engine hiding its source. Coils, plugs and misfires. Heat and age take the ignition; access takes the wallet - manifold removal makes it financially sensible to combine plugs, coils, PCV components and vacuum hoses in one intervention (€3,000-6,000). Persistent misfires damage catalysts, and a seller clearing a warning light without fixing the cause is a serious red flag. PCV and vacuum ageing writes rough idle, intake oil mist and odd fuel trims - cheap parts, expensive misdiagnosis. Cooling is age-priced on both cars and tested honestly only under load: full-temperature road test, stationary fan cycling, pressure test, a look behind the grille. Gearboxes: the manual DBS clutch is assessed for remaining life before purchase (€5,000-9,000 with flywheel); the Touchtronic II is robust with documented fluid service; the eight-speed Touchtronic III is faster, smoother and the strongest daily choice. One campaign is a mandatory checklist line, not a footnote: the park-pawl software recall spanning DB9, DBS, Virage, Rapide and Vanquish - VIN-verified completion, every car. Torque tube and differential: persistent vibration is a diagnosis (€3,000-8,000), never 'normal Aston behaviour'.

06 THE MODEL-SPECIFIC FILES

DBS: ceramics and carbon - Rapide: doors, seats and volts - AMR: a collector protocol.

DBS. The ceramics are five-star items: edge chips, surface damage, heat distress, pad compatibility, specialist measurement - with values gapped six figures between configurations, a poor ceramic file re-prices the car; steel conversions and retained originals documented either way. The carbon body is the second five-star item: bonnet, wings, boot, splitter, diffuser - weave distortion, clear-coat damage, PPF removal marks, undocumented repair; a replaced splitter is acceptable, a repaired bonnet is a valuation event. Adaptive damping verified through modes; the Volante adds the roof file - cycles, hydraulics, drains, dry carpets. Rapide. The rear compartment is the purchase: all four swan doors - hinges, struts, window drop, modules, seals - and every rear system exercised: seats, climate, entertainment, folding function, liftback, boot moisture. A dysfunctional rear cabin undermines the car's reason to exist. Two tonnes load the chassis: bushes, dampers, bearings, uneven tyre wear - a tired Rapide feels like an old saloon, a sorted one unmistakably like an Aston. Steel brakes suffer storage; the electrical load of four doors and four seats makes weak batteries a cascade - voltage first, scan second, folklore never. Rapide AMR. A collector protocol: factory identity and 603 PS calibration verified, AMR aero and carbon, 21-inch wheels, ceramics inspected DBS-style, model-specific interior and exhaust, complete accessories - one of 210, documented as such.

THE STORAGE LEDGER

Both cars keep the marque's rules: battery conditioner as equipment (the Rapide's module count makes it doubly mandatory), fluids and brake fluid by calendar, tyres by date, genuine exercise to full temperature, the Volante roof and Rapide rear systems cycled. Storage announces itself through brakes, hydraulics and phantom electrics.

The family's highest-risk purchase is the cheap original Rapide: oil leaks, ignition faults, original suspension, brake corrosion, dead rear entertainment, low-voltage warnings and thin history - a car that can consume half its market value in one recommissioning cycle.

07 THE DIVIDED MARKET

Manual appreciation, automatic stability, four-door value - and one 210-car exception.

The benchmarks tell the family's story in four numbers: manual DBS coupés track near US$146,000 (a 35,000-mile car brought US$143,000 in June 2026) against ~US$90,000 automatics; manual Volantes near US$225,000 against ~US$92,000 automatics. The Rapide sits at the other pole: the base car tracks around US$45,000 (a 28,000-mile 2011 sold at US$45,250 in April 2025), the Rapide S near US$61,000 - and the AMR establishes its separate market at ~US$128,000 tracked, with a US$136,000 public sale in March 2025. On the Rapide's future, the honest answer is differentiated: the ordinary car's constraints - four doors, automatic only, decade-long production, running costs against value, no Bond, no manual - argue against re-rating; it is heading toward value-classic status, prized by users rather than investors.

The late eight-speed cars may separate as preserved examples; only the AMR carries a credible scarcity-led collector thesis today. The DBS trajectory is cleaner: manuals appreciating, automatics stable, and the hierarchy running manual Volante, manual coupé, Bond-significant chassis, factory editions, then the rest.

THE DBS MARKET - INDICATIVE FRAMEWORKS, MID-2026	
DBS coupé - automatic	Driver quality €75-100K · strong documented car €100-135K · exceptional colour or edition €135-175K+ (benchmark ~US$90K)
DBS coupé - manual	Used but documented €125-165K · strong original €165-220K · exceptional €225-300K+ (benchmark ~US$146K; US$143K sale, June 2026)
DBS Volante - automatic	€85-125K, exceptional above - roof condition and specification weigh heavily (benchmark ~US$92K)
DBS Volante - manual	Strong car €190-260K · exceptional low-mileage or provenance €275-350K+ (benchmark ~US$225K) - the paper's rarest normal-production configuration

(Benchmarks are market-database figures, not price guides - but the transmission premium is unambiguous, and ceramic and carbon files move individual cars across bands.)

THE RAPIDE MARKET - INDICATIVE FRAMEWORKS, MID-2026	
Rapide (2010-2013)	Higher-mileage or deferred car €35-45K · strong documented car €45-60K · exceptional €60-75K+ (benchmark ~US$45K)
Rapide S 6-speed (2013-14)	€45-65K · exceptional €70-85K - better engine, still the old gearbox
Rapide S 8-speed (2014-2018)	Normal good car €55-75K · strong late car €75-95K · exceptional €100-120K+ (benchmark ~US$61K) - the family's best-value ownership
Rapide AMR (210 cars)	Used documented car €120-155K · strong low-mileage €155-195K · exceptional or delivery-mileage €200-250K+ (benchmark ~US$128K; US$136K sale 2025)

(The eight-speed distinction is the market's most underpriced fact - the 2014-on car is materially different to own; and the AMR trades as a limited Vantage relative, not a used saloon.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK	
Servicing	DBS annual €1,800-3,500, major €3,500-7,000 · Rapide annual €1,500-3,000, major €3,000-6,000
V12 age items	Coils and plugs €3,000-6,000 · timing-cover reseal €4,000-7,000 · cooling refresh €3,000-7,000 - shared across both cars
Gearboxes	Manual clutch and flywheel (DBS) €5,000-9,000 · 6-speed auto service €900-1,600 · 8-speed service €1,000-1,800 · major gearbox repair €5,000-12,000+ · torque tube €3,000-8,000
Chassis	Suspension refresh €4,000-9,000 (DBS) / €5,000-10,000 (Rapide) · steel brakes €2,500-5,000 · ceramics €15,000-25,000+ (AMR €18,000-28,000+)
Body and comfort	Volante roof €2,500-8,000 · air conditioning €1,500-4,500 · tyres €1,800-3,200 · carbon repair frequently five figures (DBS, AMR)

(Planning categories, not quotations. Five-year reserves: sorted automatic DBS €18,000-35,000 · manual DBS with clutch or ceramic work €30,000-55,000+ · sorted Rapide €15,000-30,000 · Rapide needing suspension, ignition and brakes €30,000-50,000+ · AMR with ceramic or carbon exposure €25,000-55,000+. The Rapide depreciated like a luxury saloon and still invoices like a hand-built V12 Aston.)

08 THE BUYING PROTOCOL

One shared protocol, three model overlays - and the park-pawl line on every checklist.

Level One - at the viewing, genuinely cold. All models: cold start, idle and misfires; oil evidence; coolant; warning lights with battery voltage first; gearbox engagement; differential and torque-tube noise; damping modes; steering; tyres by date; brakes; air conditioning; windows and locks; paint and panel alignment; invoices and recall history. DBS adds clutch and manual gearbox, carbon body, ceramics, splitter and diffuser, edition documentation, the Volante roof. Rapide adds all four doors and windows, rear seats and climate, entertainment, folding seats, liftback and boot moisture, rear-module faults. AMR adds factory identity, ceramics, carbon aero, wheels and original specification. Level Two - the specialist PPI. Full AMDS scan with misfire counters and catalyst history; oil-leak diagnosis; cooling pressure test; adaptation data or clutch assessment; park-pawl recall verification; torque-tube and differential inspection; suspension and alignment; brake measurement with ceramic assessment where fitted; bonded-structure inspection; carbon-composite inspection on DBS and AMR; paint-depth survey; Volante roof and water test; the complete Rapide rear-electronics test; option-code and edition verification.

WALK AWAY - THE NON-NEGOTIABLES

Persistent misfires or catalyst damage without diagnosis · active timing-cover leakage contaminating belts · overheating history · unresolved park-pawl campaign · slipping clutch or harsh automatic · serious torque-tube vibration · bonded-structure repair without documentation · damaged ceramics priced as healthy · undocumented DBS carbon repair · a Rapide with multiple dead rear systems · water ingress · false AMR or edition identity · seller resistance to a specialist PPI. Both cars exist in sufficient supply that patience costs nothing - corrections cost five figures.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Flagship custody at two price points - and the format paradox in the invoices.

The scenarios model two honest purchases. A sorted automatic DBS coupé at around €115,000 runs €18,000-35,000 over five years - flagship custody with the ceramics and carbon as the watched items; the manual adds clutch economics and collector discipline. A sorted eight-speed Rapide S at around €80,000 runs €15,000-30,000 - the same V12 calendar, the same transaxle, plus the four-door systems file; its paradox is that the custody bill is indifferent to the depreciation that made the car affordable. The AMR combines both books: Rapide systems, DBS-grade ceramics and carbon, collector documentation - €25,000-55,000+ where those files are exposed. Across the family the discipline is the marque's: buy the corrections already invoiced, keep the calendar, exercise the car - and on the Rapide especially, respect the rule that closes the cost framework: it depreciated like a luxury saloon and still invoices like a hand-built V12 Aston Martin.

OWNERSHIP SCENARIOS - BY MODEL (PLANNING BANDS)

Year 1	DBS €4,000-10,000 · Rapide €3,500-9,000: specialist entry inspection with AMDS, annual service, tyres by date, conditioner fitted, recalls verified
Years 1-3	DBS €10,000-22,000 · Rapide €8,000-18,000 cumulative: annual services, one larger service, one age item - ignition, cooling or bushes
Years 1-5	Sorted automatic DBS €18,000-35,000 · manual DBS with clutch/ceramic work €30,000-55,000+ · sorted Rapide €15,000-30,000 · exposed Rapide €30,000-50,000+ · AMR €25,000-55,000+

(Assumption-based planning bands excluding storage and insurance premiums; ceramic replacement, carbon repair and structural work sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	The V12 and both ZF gearboxes are robust - the files are oil, ignition, cooling, torque tube and stillness; the Rapide adds systems count, not fragility
Maintenance costs	□□□□□	Flagship invoices at both price points - the DBS through ceramics and carbon, the Rapide through the gap between its price and its engineering
Parts availability	□□□□□	Strong V12 and VH specialist coverage - DBS carbon and ceramic components and Rapide rear-cabin electronics are the expensive exceptions
Investment potential	□□□□□	Sharply divided: manual DBS appreciating, automatics stable, ordinary Rapides heading to value-classic status - and the 210-car AMR as the scarcity case

MARQUE BUYING SCORE - ASTON MARTIN DBS & RAPIDE

Category	Collector (manual DBS/AMR)	Driver (8-speed Rapide S)	Cheap original Rapide
Reliability	7.5 / 10	7.5 / 10	5 / 10
Driving experience	9 / 10	8 / 10	7.5 / 10
Ownership cost	4.5 / 10	6 / 10	3.5 / 10
Parts availability	5.5 / 10	6 / 10	5.5 / 10
Long-term collectability	9.5 / 10	6.5 / 10	4.5 / 10
Investment potential	9 / 10	6 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the family's highest-risk purchase - the cheap Rapide whose recommissioning can consume half its value.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin and documented production records (DBS 2007-2012, 3,381 cars - 2,536 coupés, 845 Volantes - with deliveries from early 2008, Volante from 2009; 510 bhp/570 Nm, Graziano manual and Touchtronic II, ceramics standard, ~30 kg carbon saving, ~307 km/h; Casino Royale and Quantum of Solace associations including the barrel-roll record; editions Carbon Black, Carbon Edition, UB-2010 (20), Dragon 88 (88); Rapide 2010-2013, 2,872 cars largely from Magna Steyr Graz, 477 PS/600 Nm; Rapide S from 2013 with AM11 ~558 PS, the 2014 AM29/eight-speed Touchtronic III update; Rapide AMR 2018-2020, 210 cars, 603 PS, ~330 km/h), the park-pawl recall spanning DB9/DBS/Virage/Rapide/Vanquish (VIN-verified in practice), specialist literature on the timing-cover, ignition-access, PCV, cooling, torque-tube, ceramic, carbon-body and low-voltage files, and public market data mid-2026: DBS benchmarks ~US$146K manual / US$90K automatic coupé, ~US$225K manual / US$92K automatic Volante, with a US$143K manual sale (June 2026); Rapide ~US$45K (US$45,250 sale, April 2025), Rapide S ~US$61K, AMR ~US$128K tracked with a US$136K sale (March 2025). Rapide S totals deliberately unnumbered - no reliable public table exists. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

One architecture, two formats, two markets - that is the whole paper, and the Format Rule states it: body format changes market behaviour more than mechanical quality. Buy the DBS for significance - the automatic coupé as the accessible flagship, the manual coupé as the appreciating collector case, the manual Volante as the family's true rarity, always through the ceramic and carbon files. Buy the Rapide for utility - the eight-speed Rapide S as the best-value V12 ownership in this library, bought with its rear cabin working and its corrections invoiced. And buy the AMR for rarity - 210 cars, the last naturally aspirated V12 four-door, treated as the limited Vantage relative it mechanically is. What unites them is the custody: the same engine, the same calendar, the same specialist - and the same rule that the format sets the price while the engineering sets the bill.

WHO SHOULD BUY THIS CAR

The collector: a manual DBS coupé or Volante with original carbon, measured ceramics and complete provenance - the Bond-era flagship whose manual scarcity the market has already recognised.

The pragmatist: a 2015-2018 eight-speed Rapide S with a functioning rear compartment and full history - the most car per euro in the marque's modern catalogue.

The scarcity buyer: the Rapide AMR, verified as one of 210 and inspected to DBS standards.

Not: the bargain hunter buying the cheapest Rapide in the classifieds - half its value can vanish into one recommissioning; or the DBS buyer who prices ceramics and carbon as assumptions.

BOTTOM LINE

Two formats, one architecture, 2007-2020: 3,381 DBS (the Bond flagship - manual coupés and Volantes now a separate, appreciating market), 2,872 original Rapides plus low-volume S cars (the depreciated V12 GT - best as the 2014-on eight-speed), and 210 Rapide AMRs (the scarcity case). €75-350K+ across the DBS, €35-250K+ across the Rapide - identical V12 custody underneath. Buy the DBS for significance, the Rapide for utility, the AMR for rarity - and all three with the timing cover dry, the recall confirmed and the corrections already invoiced.

ONE-SENTENCE VERDICT

The same architecture became a collector flagship and a four-door bargain - buy the DBS for significance, the Rapide for utility and the AMR for rarity, and budget every one as the hand-built V12 it is.

SOURCES

Aston Martin and documented production records: DBS 2007-2012 - 3,381 cars (2,536 coupés, 845 Volantes), deliveries from Q1 2008, Volante from 2009, both ended 2012 at the second-generation Vanquish's arrival; 5.9 NA V12 at 510 bhp/570 Nm, Graziano six-speed manual then Touchtronic II (2008), carbon-ceramics standard, ~30 kg of carbon panels, ~307 km/h; the 14-second Volante roof; Casino Royale (2006) and Quantum of Solace (2008) with the record barrel-roll stunt; editions Carbon Black, Carbon Edition, UB-2010 (20 cars), Dragon 88 (88 cars). Rapide: 2,872 original cars 2010-2013, built largely at Magna Steyr, Graz, before transfer to Gaydon - 477 PS/600 Nm, Touchtronic II, four individual seats, liftback with movable bulkhead; Rapide S from 2013 (AM11, ~558 PS), the 2014 update (AM29, ~560 PS, eight-speed ZF Touchtronic III, revised torque tube); Rapide AMR 2018-2020 - officially 210 cars, 603 PS, ~330 km/h, ceramics, GT12-linked drivetrain character. Recall record: the Touchtronic II park-pawl software campaign spanning DB9, DBS, Virage, Rapide and Vanquish - VIN-verified in practice. Specialist literature: timing-cover economics, combined ignition/PCV interventions, cooling under load, manual clutch assessment, torque-tube diagnosis, ceramic and carbon inspection, Volante roof systems, Rapide rear-cabin electronics and low-voltage cascades. Public market data, mid-2026: DBS benchmarks ~US$146K (manual coupé; US$143K sale June 2026), ~US$90K (automatic coupé), ~US$225K (manual Volante), ~US$92K (automatic Volante); Rapide ~US$45K (US$45,250 sale April 2025); Rapide S ~US$61K; Rapide AMR ~US$128K tracked, US$136K public sale (March 2025). Aston Martin Timeless CPO terms (generally cars to ten years, 12-month unlimited-mileage warranty) confirmed per market. Companion documents: Buyer's Checklists No. 66/67 and Model Files 66/67. Values are indicative frameworks, not valuations; nothing here is investment advice.