

ASTON MARTIN DB11

72

The Second-Century Aston, 2016-2023 - shared technology, unshared identity, and a GT bought on software condition as much as mechanical condition

2016-2023

Series production, September 2016 to June 2023 - a normal-volume GT with no published derivative table; never a numbered limited model

510-639 PS

AMG-sourced 4.0 twin-turbo V8 (later 535 PS) and Aston's own 5.2 twin-turbo V12 - 608 PS at launch, 639 in the AMR flagship

~US\$116K

The V8 and V12 currently benchmark almost identically (~US\$116K/115K) - age, mileage and specification outrank cylinder count today

€90-230K+

The 2026 span, early V12 to exceptional AMR - heavily depreciated, factory-warrantable, and not yet decided as a collector market

01 EXECUTIVE SUMMARY

The DB11 launched Aston Martin's Second Century plan: a new bonded-aluminium architecture replacing VH, the company's first twin-turbocharged V12 - 5.2 litres, 608 PS, 700 Nm - and a Mercedes-Benz technology relationship supplying much of the electrical and infotainment architecture. The AMG-derived 4.0 V8 followed in 2017 at 510 PS (later 535), installed lower and further back on model-specific mounts with a slim wet sump and Aston's own calibration - generally the lighter, more agile DB11, while the V12 remains the flagship. The V8-only Volante arrived in 2018 with its eight-layer K-fold roof; the 639 PS AMR replaced the ordinary V12 from 2018 as the developed flagship; and production ended in June 2023 when the DB12 - V8-only - closed the DB-series V12 chapter. The paper's central thesis: the DB11 modernised Aston Martin by sharing technology without surrendering identity.

The ownership rule changes with the generation, and this paper states it plainly: the DB9 was primarily an age-and-mechanical-condition purchase; the DB11 is an age, mechanical, software and electrical-condition purchase. Its known files are correspondingly modern - rainwater in early V12 coil wells, windscreen sealing over electronics, low-voltage cascades, calibration and relearn procedures, turbo plumbing - and its support situation is correspondingly favourable: most cars remain inside Timeless CPO and Pinnacle warranty reach. The buyer's distinction runs through every section: buy the V8 on use and balance, the V12 on engine history and significance, and the AMR on development and specification.

Key Finding

Three service files define the model and are mandatory checklist lines: the early-V12 water-ingress remedy (bonnet-vent rainwater reaching coil wells and causing misfires - water shields were the fix), the windscreen-sealing action (non-flush rivets compromising the bond, with water reaching the centre stack and electronics), and low-voltage discipline - battery health established before any electrical diagnosis is believed.

The engines currently benchmark almost identically (~US\$116K V8, ~US\$115K V12): the market has not yet decided which DB11s will matter. The AMR - final V12 DB11, 639 PS, shorter window, no V12 successor - is the strongest collector candidate; the ordinary V8 is the strongest ownership proposition; and no DB11 is a scarcity play, because no derivative table was ever published.

Warranty is a real instrument here, not marketing: most DB11s sit within the ten-year Timeless window, and Pinnacle extended cover can reach turbo systems, modules and even oil leaks by policy level - on a V12 especially, official cover materially changes the risk arithmetic.

02 THE SECOND-CENTURY ASTON

New platform, new engines, borrowed electronics - replacement, not evolution.

The DB11 is not a facelifted DB9; nothing important carried over. The structure is a new bonded-aluminium architecture; the engines are turbocharged where every predecessor breathed free; the transmission is the eight-speed ZF only; the steering is electric; the damping and aero management are software-governed - the AeroBlade takes air at the C-pillars and discharges it as a virtual spoiler, while the front Curlicue vents bleed wheel-arch pressure.

The Mercedes relationship supplied the electrical backbone and infotainment - a large step past the DB9's Volvo-era hardware, though already a generation old at installation and now dated beside the DB12's new interface. The launch carried statement intent: roughly 250 hours of hand assembly per car, and the first thousand personally inspected by CEO Andy Palmer. For the buyer, the generational meaning is the Integration Rule in embryo: this car's quality depends on Aston hardware, Mercedes electronics and modern software continuing to operate as one machine - which is why its inspection culture differs from every Aston paper before it.

03 TWO ENGINES, TWO CHARACTERS

The rational V8, the significant V12 - and the AMR that combines the arguments.

DB11 V12 (2016-2018) - the historically important one: first application of Aston's own twin-turbo V12, launch model of the Second Century, 608 PS, 3.9 seconds, ~322 km/h claimed - effortless, nose-heavy beside the V8, thermally busier, and the version early service actions concern. DB11 V8 (2017-2023) - not merely the cheaper car: Aston's installation and calibration made it the lighter, more agile DB11, with broader independent knowledge of the M177 architecture and lower running exposure; 510 then 535 PS from 2021. For many buyers the rational choice. DB11 Volante (2018-2023, V8 only - a claimed V12 Volante is a misdescription) - the touring proposition: eight-layer K-fold roof, ~100 kg of reinforcement, use-led rather than collector-led. DB11 AMR (2018-2023) - the developed flagship that replaced the ordinary V12: 639 PS, 3.7 seconds, ~334 km/h, recalibrated transmission and suspension, sharper response - with the 100-car Stirling Green Signature Edition at launch, though ordinary AMR production was never numbered. The practical conclusion the paper carries: the V8 may be the better DB11; the V12 may be the more important DB11 - choose by intended use, not cylinder-count status.

DB11 FAMILY - SPECIFICATION	
DB11 V12 (2016-18)	5.2 twin-turbo V12 (AE31) · 608 PS, 700 Nm · 0-100 ~3.9 s, ~322 km/h claimed · coupé only · Launch Edition at introduction
DB11 V8 (2017-23)	4.0 twin-turbo AMG-derived V8, Aston mounts, slim wet sump, own calibration · 510 PS/675 Nm, 535 PS from 2021 · the lighter, more agile car
DB11 Volante (2018-23)	V8 only - no series V12 Volante existed · eight-layer K-fold roof · ~+100 kg · 510/535 PS · the touring and lifestyle proposition
DB11 AMR (2018-23)	639 PS, 700 Nm · 0-100 ~3.7 s, ~334 km/h · recalibrated gearbox, suspension, exhaust · Signature Edition: 100 cars, Stirling Green · ordinary AMR unnumbered
Common hardware	8-speed ZF 8HP75 · e-diff, torque vectoring by braking · electric steering · adaptive damping (GT/Sport/Sport+) · AeroBlade and Curlicue aero management
Production	September 2016 - June 2023, series production - no published derivative-by-derivative total; editions (300-car V8 Shadow Edition et al.) are specification packages

(No complete factory production table exists - registration data must never be quoted as worldwide output, and ordinary DB11s are not scarcity-led collector cars; engine, year, specification and history will decide their futures.)

04 THE NEW OWNERSHIP FILE

Water, volts and software - the three five-star items, then the turbo-era checklist.

Early-V12 water ingress - five stars. Rainwater could enter through the V12's bonnet vents, pool at the coil-pack seals and reach the plug cavities, contacting the high-tension leads and causing misfires; Aston's remedy was water shields. Verify the shields are fitted, inspect the coil wells for moisture history, review misfire and catalyst codes, and treat rough running after outdoor storage as this file until proven otherwise - repeated misfiring takes catalysts with it. A mandatory line on every early V12. Windscreen sealing - five stars. Body rivets not installed flush could compromise the windscreen bond; water could reach the centre stack, VIN area and parcel shelf - modern electronics beneath a slow leak. Inspect headliner, A-pillars, dashboard edges, footwells and for mustiness; a replaced windscreen is fine only if the invoice shows the structural cause and rebonding were addressed. Low voltage - five stars. The DB11 converts weak batteries into cascading faults across engine, transmission, suspension, cameras and infotainment. The sequence is non-negotiable: establish battery health, stabilise voltage, scan all modules, then diagnose what remains - neither accepting 'just the battery' nor replacing modules before verifying volts. Calibration and software: factory relearn procedures (VVT learning, misfire correction, fuelling adaptation) follow any module work - a mechanically healthy component runs poorly unlearned; software level belongs in every PPI, and undocumented ECU tuning materially reduces buyer confidence. Turbos and cooling: oil and coolant lines, charge pipes, intercoolers, wastegate function, requested-versus-actual boost, smoke and compressor noise - the V12's packaging makes heat management the harder file; cooling proven at full temperature under sustained boost with stationary fan cycling afterward, never by five urban minutes. Oil: young cars, but turbo lines, cam-cover edges and cooler connections inspected - active leakage on a tightly packaged turbo engine is diagnosis before purchase.

05 DRIVELINE, CHASSIS AND BODY

A robust eight-speed, software-era chassis systems - and aero that accident repair can silently break.

The eight-speed ZF is the generation's quiet blessing - far less problematic than the automated manuals of earlier papers: immediate selection, smooth cold engagement, no shudder or flare, clean full-throttle shifts; 'filled for life' yields to a sensible fluid-and-filter service on used high-performance cars (€900-1,800). The rear driveline still deserves ears: differential whine, backlash, load-reversal clunks, mounts, half-shafts. Suspension and steering: adaptive damping must change character clearly across GT, Sport and Sport+ - a DB11 on worn dampers or bad geometry feels floaty and imprecise while the chassis beneath is better than that; electric steering trades hydraulic maintenance for calibration discipline - assistance consistency, tracking, and camera/ADAS recalibration after any suspension or body work. Brakes, wheels, tyres: steel brakes read for storage corrosion and heat cracking - Aston documents cold low-speed squeal as a characteristic, and the buyer distinguishes it from worn hardware;

large diamond-cut wheels damage expensively - barrels, straightening, refinish corrosion; matched approved tyres by date across the car, because weight, power and stability calibration assume them. Electronics and cameras: every function tested twice, cold and warm - 360-degree cameras require recalibration after mirror or component moves (a warning may mean lost calibration, not failure), and the rotary light switch has its own service action with scarce replacement assemblies. Recalls: TPMS coding (late 2016-mid 2017 builds) and passenger-airbag mounting nuts (Aug 2017-Dec 2018, shared with Vantage and DBS Superleggera) - and the paper's standing rule: public recall completion and internal Aston service actions are two different records; obtain both. Structure and aero: bonded aluminium accepts only documented approved repair - and the DB11 adds an invisible dimension: Curlicue vents, AeroBlade ducts and outlets must be present, unblocked and sealed after any body work, because a cosmetic repair can silently disable aerodynamic and electronic systems. Interior: hand-finished over Mercedes switchgear - leather shrinkage, lifting trim, gloss-black scratches, specification-specific components priced accordingly.

THE VOLANTE FILE - AND THE STORAGE LEDGER

Volante: cycle the K-fold roof repeatedly, level and warm - latches, symmetry, sensors, tension, header seal, tonneau alignment; then hunt water: seals, drains, A-pillars, boot, carpets, module locations, mustiness. A strong touring car, bought for use rather than appreciation - and its roof, seals and body-flex points are a permanent extra chapter.

Storage: the DB11 benefits from regular operation - conditioner during storage, no high boost until oil, gearbox and coolant are warm, a cooling-down period after sustained load, pressures and date codes current. Early V12s: inspect after heavy rain and never ignore rough running following outdoor storage. Static months create exactly the battery, brake, seal and module faults this generation diagnoses expensively.

06 THE DEPRECIATED MODERN GT

Heavily depreciated, factory-supported, undecided - the most interesting phase of a modern GT's life.

The DB11 has absorbed its heavy depreciation and entered the phase this series finds most interesting: attainable, still factory-supported, and not yet sorted by the market into keepers and runners. German advertised prices span roughly €94,000-175,000 with a median near €125,000 - asking data, not transactions - while the transaction benchmarks sit almost identical for V8 (~US\$116,000) and V12 (~US\$115,000): age, mileage and specification currently outrank engine choice, which will not stay true forever. The warranty instruments are real: Timeless CPO (to ten years, minimum 12-month unlimited-mileage cover) reaches most of the fleet, and Pinnacle extended cover can reach turbo systems, modules and oil leaks by policy - read per contract, never assumed for imports or modified cars. The likely division: exceptional AMRs and rare-colour late V12s, late Q-specification V8s and Volantes, strong ordinary cars - and cheap early V12s with incomplete maintenance, permanently cheap.

DB11 - INDICATIVE GLOBAL FRAMEWORKS, MID-2026**Early DB11 V12 (2016-18)**

Higher-mileage or weaker history €90-110K · strong documented car €110-140K · exceptional Launch Edition or low mileage €140-165K+

DB11 V8 coupé

Normal used car €95-120K · strong low-mileage example €120-150K · late 535 PS or exceptional specification €150-175K+ · the ownership-value centre

DB11 Volante

Earlier or higher-mileage €105-130K · strong documented example €130-160K · late low-mileage or Q specification €165-195K+ (US\$93.5K public sale, June 2026, as one anchor)

DB11 AMR

Higher-mileage or ordinary spec €125-150K · strong original €150-185K · very low-mileage, rare colour or Signature Edition €190-230K+ · the family's strongest model

(German asks €94-175K median ~€125K are positions, not evidence; the V8/V12 benchmarks sit within a thousand dollars of each other - the market has not yet decided this family, and that is the opportunity.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK**Servicing**

Annual V8 €1,500-3,000 / V12 €2,000-4,000 · major V8 €3,000-5,500 / V12 €4,000-7,500

Ignition

Plugs and ignition work V8 €1,500-3,500 / V12 €3,000-6,000 · early-V12 water history checked first

Turbo systems

Diagnosis and minor work €1,500-5,000 · major turbocharger work V8 €6,000-15,000+ / V12 €10,000-25,000+

Cooling

System refresh V8 €2,500-6,000 / V12 €3,500-8,000

Driveline

8-speed service €900-1,800 · major transmission repair €5,000-12,000+ · differential €3,000-8,000+

Chassis

Adaptive suspension refresh €4,000-10,000 · steel brake overhaul €2,500-6,000 · tyres €1,800-3,500

Body and electrics

Windscreen reseal/replacement €2,000-5,000+ with collateral checks · module events frequently €1,000-4,000 · Volante roof work €2,500-10,000+

Recommissioning

Full recommissioning €10,000-25,000 (V8) / €15,000-35,000+ (V12)

(Planning categories, not quotations. Five-year reserves: sorted V8 coupé €12,000-22,000 · regular-use V8 or Volante €18,000-30,000 · sorted V12 €18,000-35,000 · V12 with a turbo, ignition or electrical event €30,000-55,000+. The DB11 is more dependable than its complexity suggests - but no longer simple enough for incomplete diagnostics.)

07 THE BUYING PROTOCOL

Voltage first, water second, software third - then the familiar mechanical discipline.

Level One - at the viewing, genuinely cold. Battery voltage before anything; cold start, idle, misfires, smoke; oil and coolant levels; transmission selection and low-speed quality; full-load boost on the drive; steering and damping modes; brakes; tyre age and matching; cameras, sensors, infotainment, every seat and climate function; windscreen surrounds and interior dampness; service and campaign history. Early V12: water shields confirmed, plug wells inspected, misfire and catalyst history read. Volante: multiple roof cycles, seals, drains, boot and carpet moisture.

Level Two - the specialist PPI. Full Aston diagnostic scan with VIN campaign and service-action history; misfire counters, fuel trims, cam/VVT data; boost log and turbo-actuator check; cooling pressure test; oil-leak inspection; transmission adaptations; differential; suspension and alignment; brake measurement; wheel and tyre survey; bonded-structure inspection with paint-depth survey; water-ingress test; module scan and software-level verification; tuning detection. Level Three is the box below - and the standing line of this generation: public recall completion and internal service actions are two records; obtain both.

WALK AWAY - THE NON-NEGOTIABLES

Repeated unresolved V12 misfires or no evidence of the water-ingress remedy · catalyst damage without diagnosis · coolant loss or overheating history · unexplained turbo or boost faults · transmission slip or harsh engagement · multiple electrical faults without a proper voltage diagnosis · windscreen leakage reaching electronics · structural repair without bonded-aluminium documentation · undocumented tuning · incomplete recall history · seller resistance to an Aston specialist inspection. Supply is generous - the discipline is using it.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The most usable car in the Aston library - budgeted like the software-era GT it is.

The scenarios model a well-bought late V8 coupé at around €135,000 with complete history, current software and a Timeless or Pinnacle policy in place, driven 6,000-12,000 km per year - because the DB11 is one of the most usable cars in this series: a genuine weekend car, long-distance GT or fair-weather daily. The V8 runs €12,000-22,000 over five sorted years; regular use or a Volante €18,000-30,000; the V12 €18,000-35,000 with the turbo-and-ignition file as its swing factor, and €30,000-55,000+ where an event lands. The generation's economics reward two habits above all: warranty literacy - official cover meaningfully de-risks exactly the systems that cost most - and diagnostic completeness, because half this car's apparent faults are voltage, calibration or software wearing a mechanical mask. The cost principle carries the chapter: the DB11 is more dependable than its complexity suggests, but no longer simple enough for incomplete diagnostics.

OWNERSHIP SCENARIOS - BY ENGINE (PLANNING BANDS)

Year 1	€3,000-8,000 (V8) / €4,500-10,000 (V12): entry inspection with full scan and software verification, annual service, tyres by date, warranty policy arranged, conditioner fitted
Years 1-3	€7,000-15,000 (V8) / €10,000-22,000 (V12) cumulative: annual services, one larger service, one age item - battery, brakes, minor modules
Years 1-5	Sorted V8 €12,000-22,000 · regular-use V8/Volante €18,000-30,000 · sorted V12 €18,000-35,000 · V12 with turbo/ignition/electrical event €30,000-55,000+

(Assumption-based planning bands excluding storage and insurance premiums; major turbo work and structural repair sit outside every band - and a current official warranty moves several categories off the owner's book entirely.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No model-wide mechanical failure pattern - the files are water, volts, software and turbo plumbing; the eight-speed is the generation's quiet strength
Maintenance costs	□□□□	Modern-GT invoices with warranty instruments still available - V12 turbo events are the amplitude; diagnostics-first culture is the saving
Parts availability	□□□□	Young fleet, live factory support, Mercedes-shared electronics - specification-specific trim and scarce switch assemblies are the exceptions
Investment potential	□□□□	Undecided by design: AMR and rare late V12s lead, ordinary cars remain use-led - depreciation absorbed, collector verdict pending

MARQUE BUYING SCORE - ASTON MARTIN DB11

Category	Collector example (AMR)	Driver example (535 PS V8)	Cheap early V12
Reliability	8 / 10	8 / 10	5.5 / 10
Driving experience	8.5 / 10	8.5 / 10	8 / 10
Ownership cost	5 / 10	6 / 10	3.5 / 10
Parts availability	6.5 / 10	7 / 10	6.5 / 10
Long-term collectability	8.5 / 10	6 / 10	5 / 10
Investment potential	8 / 10	5.5 / 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 early V12 with unresolved water, catalyst and voltage files.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (production September 2016 - June 2023; the Second Century programme; 5.2 twin-turbo V12 at 608 PS/700 Nm and the 639 PS AMR with its 100-car Stirling Green Signature Edition; the AMG-derived 4.0 V8 at 510 then 535 PS with Aston-specific installation; the V8-only Volante and its K-fold roof; AeroBlade and Curlicue aero; ~250 hands-on build hours and the first 1,000 cars inspected by the CEO; no published derivative production table - and registration data explicitly not used as output figures), factory service actions and recalls (early-V12 bonnet-vent water ingress and water-shield remedy; windscreen rivet/sealing guidance; VVT/misfire/fuelling relearn procedures; 360-camera recalibration; light-switch service action; TPMS coding recall 2016-17; passenger-airbag mounting recall 2017-18 - public recalls and internal actions treated as two records), and public market data mid-2026: German asking spread ~€94-175K, median ~€125K (positions, not transactions); transaction benchmarks ~US\$116K (V8) and ~US\$115K (V12); a US\$93,500 Volante sale (June 2026). Timeless (to ten years, 12-month unlimited-mileage minimum) and Pinnacle terms confirmed per market and policy. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The DB11 modernised Aston Martin by sharing technology without surrendering identity - and its ownership file modernised with it: water, volts and software stand where rust and clutches stood in the papers before. Buy the V8 for use and balance - the rational DB11 and the family's ownership-value centre.

Buy the V12 for identity and significance - the first of Aston's own turbo twelves, with the water-shield line answered in writing. Buy the AMR for the strongest combination of both - the final V12 DB, developed, unreplaced, and the family's collector candidate. Use the warranty instruments while they exist; demand complete diagnostics always; and remember where this car stands: not yet a modern classic, but in the more interesting phase - depreciation absorbed, factory support alive, and the market still deciding which versions will ultimately matter.

WHO SHOULD BUY THIS CAR

The driver who wants the most usable Aston in this library: a late 535 PS V8 coupé with full history and a Timeless policy - continental ability with manageable custody.

The flagship buyer: a documented V12 or, better, an AMR - 639 PS, the last V12 DB, bought on development and specification with the early files answered.

The patient positioner: rare-colour AMRs, Signature Editions and exceptional late V12s - the candidates for whenever the market decides this family.

Not: the bargain hunter drawn to the cheapest early V12 - unresolved water, catalyst and voltage files make it the family's most expensive discount.

BOTTOM LINE

One family, 2016-2023: Aston's first twin-turbo V12 (608-639 PS), the AMG-hearted V8 (510-535 PS), a V8-only Volante and the AMR flagship - new platform, Mercedes electronics, eight-speed only, and no published production table. €90-230K+ across the family, benchmarks near-identical by engine, warranty instruments still live. Three five-star files - water shields, windscreen sealing, voltage discipline - then the turbo-era checklist. Buy the V8 for use, the V12 for identity, the AMR for both - and never with incomplete diagnostics.

ONE-SENTENCE VERDICT

The DB11's quality depends on Aston hardware, Mercedes electronics and modern software operating as one car - buy the V8 for use, the V12 for identity and the AMR for the strongest combination of both.

SOURCES

Aston Martin documentation: DB11 production September 2016 - June 2023 as the first Second Century model; the 5.2-litre twin-turbocharged AE31 V12 (608 PS, 700 Nm, ~322 km/h claimed) and 639 PS DB11 AMR (~334 km/h) with the 100-car Stirling Green AMR Signature Edition; the 4.0-litre AMG-derived V8 with Aston-specific mounts, slim wet sump and calibration (510 PS, 675 Nm; 535 PS from 2021); the V8-only Volante (2018-2023) with eight-layer K-fold roof and ~100 kg reinforcement - no series-production V12 Volante existed; eight-speed ZF 8HP75 throughout; AeroBlade C-pillar aero and Curlicue vents; ~250 build hours per car and CEO inspection of the first 1,000; the 300-car V8 Shadow Edition and other specification editions; no published derivative-by-derivative production total - registration statistics explicitly rejected as output evidence. Factory service actions and campaigns: early-V12 bonnet-vent water ingress with water-shield remedy; windscreen sealing guidance (non-flush rivets compromising the bond, water reaching centre stack and interior); VVT/misfire/fuelling relearn procedures after module work; 360-degree camera recalibration instruction; rotary light-switch service action with limited replacement supply; TPMS coding recall (builds November 2016 - June 2017); passenger-airbag mounting-nut recall (August 2017 - December 2018, shared with Vantage and DBS Superleggera). Public market data, mid-2026: German advertised spread ~€94,000-175,000 with ~€125,000 median (asking data); transaction benchmarks ~US\$116,000 (V8) and ~US\$115,000 (V12); US\$93,500 Volante sale (June 2026). Aston Martin Timeless CPO (qualifying cars to ten years; minimum 12-month unlimited-mileage warranty) and Pinnacle extended-warranty products, confirmed per market, policy and chassis. Companion documents: Buyer's Checklist No. 65 and Model File 65. Values are indicative frameworks, not valuations; nothing here is investment advice.