

# ASTON MARTIN DBS SUPERLEGGERA

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*The Super GT flagship, 2018-2024 - carbon, ceramics and 900 Nm,  
and the 770 Ultimate that turned the flagship into an ending*

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## 2018-2024

Production June 2018 to 2024, succeeded by the new Vanquish - the standard car low-volume but never formally limited; no factory production table published

## 725-770 PS

5.2 twin-turbo V12 at 725 PS and 900 Nm throughout - the 770 Ultimate raised power, not torque: the development went into delivery and response

## 499

DBS 770 Ultimate: 300 coupés and 199 Volantes, all sold before release - the family's only factory-numbered regular-production cars

## €175-500K

The 2026 span, higher-mileage early coupé to exceptional 770 Volante - a depreciated flagship below, a fixed-production ending above

## 01 EXECUTIVE SUMMARY

The DBS Superleggera replaced the second-generation Vanquish S as Aston Martin's front-engined flagship in June 2018: DB11 architecture developed with extensive carbon-fibre bodywork, the 5.2-litre twin-turbo V12 raised to 725 PS and 900 Nm, a strengthened and recalibrated eight-speed ZF transaxle with a shorter final drive, carbon-ceramic brakes as standard, model-specific suspension and genuinely aggressive aerodynamics - around 180 kg of downforce at its 340 km/h maximum. Aston positioned it as a Super GT: roughly 72 kg lighter than the DB11 V12 by contemporary technical reporting, 3.4 seconds to 100 km/h, and still a long-distance car. The Volante followed in 2019 with identical output and top speed; later cars were badged simply DBS without mechanical change; and in 2023 the DBS 770 Ultimate closed the line - 770 PS, 499 cars, all sold before release. The paper's central thesis: the DBS Superleggera turned the DB11 into a flagship, and the 770 Ultimate turned the flagship into an ending.

The governing principle is the Final-Development Rule: the standard DBS should be bought as a depreciated flagship - on condition, systems and warranty runway - while the 770 Ultimate should be bought as the final, fixed-production expression of that flagship, but only at a price that recognises the difference between rarity and immediate appreciation. The factory limit establishes scarcity; it does not establish the price at which the secondary market will ultimately value that scarcity - a 199-car 770 Volante sold at US\$318,500 in February 2026, below its original position, and that result disciplines every band in this paper.

### Key Finding

The standard DBS was low-volume by GT standards but not formally limited: compiled figures indicate approximately 2,500 coupés and just under 1,000 Volantes, and Aston Martin has published no definitive derivative-by-derivative total - sellers presenting ordinary cars as numbered collector pieces are misrepresenting them. Only the 770 Ultimate (300 + 199) and the editions carry factory numbers.

The ownership file is the DB11's, amplified: water and ignition, turbo and charge-air systems, cooling, low voltage - plus the flagship's own five-star items, carbon-ceramic brakes and exposed carbon bodywork, where a single event can reach €20,000-35,000+ and a repaired bonnet or diffuser is a valuation event, not a repair.

The buyer's line the whole paper serves: buy the DBS on the warranty and systems file; buy the 770 on identity, specification and price discipline.

## 02 THE NEW SUPER GT

*Not simply a powerful DB11 - and not literally a Superleggera either.*

The DBS Superleggera is built on the DB11's bonded-aluminium architecture, and everything that matters was developed away from it: carbon-fibre bonnet, roof and body panels; the V12 raised from 639 to 725 PS with 900 Nm arriving low and staying; the ZF eight-speed strengthened (8HP95) and given a 2.93:1 final drive for response over cruising; a mechanical limited-slip differential with torque vectoring by braking; carbon-ceramics standard; and an aerodynamic package - front splitter, side strakes, open-stirrup elements,

double diffuser and a revised AeroBlade - generating around 180 kg at maximum speed, far beyond the DB11. Quoted mass is 1,693 kg dry, roughly 1,845 kg kerb depending on market method. Two honesty notes belong at the front. First, the name: unlike the classic Touring-bodied Astons, the modern DBS was not constructed with Touring's Superleggera tubular framework - the name expressed lightweight intent, chiefly the carbon body and the weight saved against the DB11 V12, and later cars dropped it from the badge without any mechanical change; a later 'DBS' is not a different generation. Second, the character: for all the numbers, the DBS remains more GT than track car - enormous mid-range torque, substantial rear-tyre demand, and meaningful daily usability for a 725 PS flagship.

## 03 THE FAMILY

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*Coupé, Volante, three Bond-adjacent editions - and the 499-car ending.*

DBS Superleggera Coupé (2018-2023) - the definitive car: 725 PS, 900 Nm, 340 km/h, 3.4 seconds, carbon body over bonded aluminium. DBS Superleggera Volante (2019-2023) - the same output, the same 340 km/h, 3.6 seconds with the reinforcement and roof mass; at launch Aston's most powerful production convertible. It is not the compromised version - it is the more extravagant touring version, with the roof, drains and rear packaging as its own permanent chapter. The editions - the 50-car On Her Majesty's Secret Service edition (2019), the 25-car 007 Edition tied to No Time to Die (a charity example made £403,200 at Christie's in 2022), and the 24-car dealer-led DBS 59 - are specification identities on the standard car, bought on documentation. The 19-car DBS GT Zagato is a separate coachbuilt asset outside this framework entirely. DBS 770 Ultimate (2023-2024 deliveries) - the ending: 770 PS through increased boost and revised calibration, torque unchanged at 900 Nm, a stiffened front structure, recalibrated steering, damping and transmission, model-specific wheels and interior - 300 coupés and 199 Volantes, all allocated before public release.

## DBS SUPERLEGGERA FAMILY - SPECIFICATION

|                                           |                                                                                                                                                                      |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DBS Superleggera Coupé (2018-23)</b>   | 5.2 twin-turbo V12 · 725 PS, 900 Nm · 340 km/h, 0-100 3.4 s · 1,693 kg dry · ZF 8HP95, 2.93:1, mechanical LSD · carbon body, ~180 kg downforce                       |
| <b>DBS Superleggera Volante (2019-23)</b> | 725 PS, 900 Nm, 340 km/h, 0-100 ~3.6 s · powered fabric roof, added reinforcement · at launch the most powerful production convertible                               |
| <b>Editions</b>                           | OHMSS edition: 50 cars (2019) · 007 Edition: 25 cars (No Time to Die; charity car £403,200, 2022) · DBS 59: 24 cars, dealer-led · all specification identities       |
| <b>DBS 770 Ultimate (2023-24)</b>         | 770 PS, 900 Nm · higher boost, revised calibration · stiffened front structure, retuned steering/damping/gearbox · 300 coupés + 199 Volantes, sold out pre-release   |
| <b>Naming</b>                             | Launched as DBS Superleggera; later cars badged DBS with no mechanical change - the heritage name signalled carbon-body lightweight intent, not Touring construction |
| <b>Production</b>                         | June 2018 - 2024, succeeded by the new Vanquish · compiled figures ~2,500 coupés and just under 1,000 Volantes - no definitive factory total published               |

(The standard-car production figures are compiled and registry-derived, not factory totals - and registration data must never be quoted as worldwide output. Only the 770 Ultimate and the editions carry factory numbers; an ordinary DBS presented as a numbered collector car is being misrepresented.)

## 04 THE FLAGSHIP OWNERSHIP FILE

*The engine architecture is strong - its installation, heat and electronics demand discipline.*

The 5.2 twin-turbo V12 has developed no defining internal weakness; the risks live around it. Water and ignition - five stars. Early Aston twin-turbo V12 installations used bonnet venting that could let rainwater collect around coil-pack seals and plug cavities - the misfire file answered on the DB11 with water shields. The DBS shares the engine family and related bonnet-vent architecture, so the buyer verifies the DBS-specific campaign and installation history by VIN rather than assuming the issue away: shields, plug-well corrosion, coil and lead condition, cold-start misfires, stored misfire counts, catalyst-efficiency faults, rough running after rain or washing - and invoices showing repeated coils without the water source addressed are the tell. A PPI that confirms the engine runs well on a dry day has not answered this file. Ignition and catalysts - four stars. Plug and coil history, misfire data, fuel trims, catalyst temperature and efficiency faults, unexplained warning-light history - repeated misfires take catalysts with them, and ignition work on a tightly packaged V12 is meaningful in parts and labour. Turbochargers and charge air - five stars. Requested versus actual boost, wastegate operation, hoses, intercoolers, clamps, turbo oil and coolant lines, smoke after idling and under load, compressor noise, oil residue in the intake - and software verification, because a remapped standard car presented as 770-equivalent is a different purchase; the 770's higher-boost calibration makes originality checks non-negotiable there.

Cooling - five stars. Radiators, condensers, intercoolers, pumps, thermostats, fans, dried coolant, front-intake debris - proven at full temperature under sustained boost, with a cooling-down period and stationary fan cycling observed; the DBS tolerates traffic, but only with its thermal systems fully functional. Oil leakage. Cam covers, lower joints, turbo lines, cooler connections, the engine-transmission interface, undertrays - and evidence of recent cleaning treated as information. Aston's own extended-warranty material notes that certain Pinnacle levels can cover oil leaks: establish the precise policy rather than dismissing leakage as normal.

## 05 DRIVELINE, CERAMICS, CARBON AND ELECTRICS

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*The robust eight-speed, the five-figure discs, the body that is also an aerodynamic system.*

The eight-speed ZF is generally robust and far more usable than Aston's earlier automated manuals: immediate D and R, smooth cold engagement, no converter shudder or shift flare, clean full-load changes - firm calibration in aggressive modes is character; delayed engagement, slipping or limp mode is not. Documented fluid-and-filter service is a positive on a 900 Nm used car despite 'filled for life'. The rear driveline carries that torque: differential whine, backlash, load-reversal clunks, half-shafts, mounts - and repeated standing-start demonstrations leave their signature here and on the rear tyres. Suspension and steering: clear separation between damper modes, no leakage or warning history, honest bushes and geometry - a worn DBS feels heavy and imprecise while the chassis beneath is better than that; electric steering demands consistent assistance and recalibration after alignment or body work. Carbon-ceramic brakes - five stars. Central to the ownership proposition: disc edges, surface condition, impact damage, heat distress, pad material and thickness, fluid history - measured by a specialist, never judged by mileage, because gravel, careless wheel installation and transport damage low-mileage discs too. A full ceramic replacement is a €20,000-35,000+ event; a steel conversion with the original discs missing is a valuation fact. Carbon bodywork - five stars. Bonnet, roof, splitter, strakes, diffuser, AeroBlade channels: clear-coat condition, exposed weave, PPF-removal marks, repaired mounting points - and the aero dimension: airflow channels present, internal ducts not omitted, sensors recalibrated, because poor body repair silently breaks systems. A replaced splitter is a consumable event; a repaired bonnet, roof or diffuser assembly is a valuation event. Low voltage - five stars. Weak batteries create powertrain, gearbox, suspension, camera and infotainment faults: battery age and specification, conditioner history, alternator output, quiescent draw, fault timestamps - stabilise voltage, scan, record, operate, scan again; neither accepting 'only the battery' nor condemning modules unverified. Infotainment: the same older Mercedes-derived generation as the DB11 - test everything twice, cold and warm; datedness is a market factor, not a defect. Early wiper file: the earliest Vantage and DBS cars used a different wiper motor - if one early motor fails, both must be replaced with the later paired parts; a small file, but a clean test of invoice literacy. Recalls: passenger-airbag retaining nuts (2018-period builds, shared with DB11 and Vantage) and a seat-related recall touching a very small population - both confirmed by VIN, never applied generically. And the series' standing line: a clear public recall report is not a complete Aston Martin service-action file - obtain both.

**THE VOLANTE FILE - AND THE STORAGE LEDGER**

Volante: cycle the roof repeatedly - speed, symmetry, motor noise, header locking, fabric, rear glass, tonneau alignment, sensors; then hunt water after washing or rain: A-pillars, rear trim, boot lining, floors, connector corrosion, mustiness. A highly usable open GT - but roof and drainage failures damage systems far from the original leak.

Storage and use: conditioner during any extended parking; no high boost until oil, gearbox and coolant are warm; reduced load before shutdown after performance use; approved matched tyres with current date codes and correct pressures - 900 Nm overwhelms old rear rubber before the driver can correct it. The car accepts poor weather; it does not accept neglected drains, corroding brakes or a flat battery.

**06 THE FINAL 770**

*Not a stripped DBS - the most developed one; and allocation was practice, not policy.*

The 770 Ultimate concentrated its gains where a finale should: power to 770 PS through boost and calibration with torque deliberately unchanged, so the development lives in delivery and upper-range response rather than a larger low-speed hit; a stiffened front structure; steering, damping and transmission recalibrated; model-specific wheels and interior; and a numbered identity. The buyer's file is therefore completeness: correct front-end reinforcement, Ultimate-specific damping and software, correct wheels, no standard-DBS parts substituted - the 770's value depends on retaining the whole final-development specification, not merely the output figure. On allocation, the paper is precise because the market is not: all 499 were placed before release, and Aston published no scoring system - preference flowed, as relationship-led practice, to established clients, recent V12 owners and collectors known to keep special cars. There is no widely published resale penalty; the realistic consequence of immediate flipping was weakened future access. The market has already answered the first question about the 770: the allocation-era premium has narrowed, US asking positions run roughly US\$310,000-417,000, and a 2,088-mile, heavily optioned Volante - one of 199 - made US\$318,500 at RM Sotheby's Miami in February 2026. Scarcity is established; the price of scarcity is still being negotiated. The likely path is three phases: allocation premium, normalisation near or below original cost, then collector separation by body style, specification and provenance.

**THE ZAGATO SIDEBAR - A SEPARATE ASSET**

The 19-car DBS GT Zagato was sold only as a £6 million-plus-tax pairing with a DB4 GT Zagato Continuation. A 2020 example made US\$758,500 at RM Sotheby's Miami in February 2026 - far below its share of the original package economics once separated from its companion car. Instructive for coachbuilt pricing, and irrelevant as a DBS comparable: the Zagato is a different asset class and must never anchor a Superleggera valuation.

**07 THE DEPRECIATED FLAGSHIP**

*Luxury-GT depreciation, flagship repair economics - and a 770 still finding its level.*

The standard DBS has depreciated heavily from its original position and may soften further as the new Vanquish becomes available - but the depreciation is increasingly specification-sensitive.

German asking data in July 2026 place the main coupé band at roughly €198,500-244,500, with 2018 cars around the low €200,000s, 2019-2020 cars commonly €200,000-260,000 and 2021-2022 cars €220,000-310,000 by mileage and specification; US asks run US \$162,000-280,000. These are positions - transaction evidence sits below them. The supports are real: the V12, 725 PS, carbon and ceramics, flagship status, and no direct successor carrying the DBS name. The constraints are equally real: not formally limited, dated infotainment, flagship running costs, generous low-mileage supply, and the new Vanquish above. The 770 trades on a different logic - identity and completeness - and its bands remain wide because the market is thin and specification distorts every comparison.

#### DBS FAMILY - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

|                                     |                                                                                                                                                         |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DBS Coupé (2018-23)</b>          | Higher-mileage or weaker history €175-205K · strong documented car €205-245K · low-mileage or strong Q specification €245-290K+                         |
| <b>DBS Volante (2019-23)</b>        | Used car €205-245K · strong low-mileage example €245-290K · exceptional Q specification €300K+ · use-led rather than collector-led                      |
| <b>Editions (OHMSS 50 · 007 25)</b> | Documentation-led premiums over equivalent standard cars · the 007 charity result (£403,200, 2022) is a charity print, not a market comparable          |
| <b>770 Ultimate Coupé</b>           | US asks ~US\$310-417K · European framework €330-430K · exceptional Q or delivery-mileage cars above · the allocation premium has already narrowed       |
| <b>770 Ultimate Volante</b>         | Used car €300-360K · strong low-mileage example €360-425K · exceptional Q specification €425-500K+ (US\$318,500 result, Miami, Feb 2026, as the anchor) |

(Asks are positions, not market-clearing evidence; the 770 market is thin and specification-distorted. The standard car is a depreciated flagship, not an investment-grade collector car - and the 770's factory limit establishes scarcity, not the price the market will pay for it.)

#### MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

|                             |                                                                                                                   |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------|
| <b>Servicing</b>            | Annual €2,000-4,000 · major €4,000-8,000 · Aston-literate specialist or factory network                           |
| <b>Ignition</b>             | Plugs and ignition work €3,000-6,500 · water history checked before any coil invoice is believed                  |
| <b>Turbo systems</b>        | Minor boost-system repair €2,000-6,000 · major turbo work €12,000-30,000+                                         |
| <b>Cooling</b>              | System refresh €3,500-8,000 · thermal integrity is a licence condition on this car                                |
| <b>Driveline</b>            | 8-speed service €1,000-2,000 · major gearbox repair €6,000-15,000+ · differential €4,000-10,000+                  |
| <b>Ceramics and chassis</b> | Carbon-ceramic replacement €20,000-35,000+ · adaptive-suspension work €4,000-11,000 · tyres €2,500-4,000          |
| <b>Body and electrics</b>   | Carbon repair frequently five figures · Volante roof €3,000-10,000+ · electrical/infotainment events €1,000-5,000 |
| <b>Recommissioning</b>      | Full recommissioning €15,000-40,000+                                                                              |

(Planning categories, not quotations. Five-year reserves: sorted road-use coupé €18,000-32,000 · regular-use Volante €25,000-40,000 · one turbo, ceramic or chassis event €40,000-70,000+ · sparingly used 770 inside the factory network €20,000-40,000. The principle: the DBS depreciates like a luxury GT but retains flagship repair economics.)

## 08 THE BUYING PROTOCOL

*Cold start, wet file, boost log, ceramics measured - and on the 770, identity reconciled.*

Level One - at the viewing, genuinely cold. Battery voltage before anything; cold start, idle, misfires, smoke; oil and coolant; gearbox engagement and low-speed behaviour; boost on the drive; steering and damper modes; brakes and disc edges; tyres and wheel damage; cameras and infotainment; carbon panels and underbody; recall and service-action file. Volante adds repeated roof cycles, seals, drains, boot and carpets. 770 adds the numbered identity, factory build sheet, correct wheels, Ultimate-specific chassis and software, original paint and carbon, and allocation and delivery documentation. Level Two - the specialist PPI. Full AMDS scan with VIN campaign record; misfire counters and plug-well inspection; fuel trims; boost logging and turbo-actuator assessment; cooling pressure test; oil-leak inspection; transmission adaptations; differential; suspension and alignment; ceramic-brake measurement; wheel and tyre survey; carbon-body inspection; bonded-structure examination with paint-depth survey; roof and water test where relevant; software version and tuning detection; factory-specification reconciliation. Level Three is the box below - and the flagship's standing rule: on this car the expensive systems are exactly the ones a short test drive cannot reach.

### WALK AWAY - THE NON-NEGOTIABLES

Unresolved misfires or catalyst faults without diagnosis · coolant loss or boost inconsistency · transmission flare or delayed engagement · differential faults · ceramic damage priced as healthy · undocumented carbon repair · water ingress · bonded-structure repairs without proper records · multiple electrical faults dismissed without voltage testing · a remapped car - 770 or standard - presented as factory-equivalent · incomplete 770 identity or missing allocation papers · seller resistance to AMDS diagnostics. The standard car's supply is generous; the 770's is fixed - either way, the discipline holds.

## 09 OWNERSHIP ECONOMICS AND SCENARIOS

*Flagship arithmetic - and why the warranty instruments matter more here than anywhere.*

The scenarios model a well-bought 2020-2022 coupé at around €225,000 with full Aston history, current ceramics, recent tyres, no tuning and a dry engine, driven 4,000-10,000 km per year. A sorted road-use coupé runs €18,000-32,000 over five years; a regular-use Volante €25,000-40,000; one turbo, ceramic or chassis event moves any car to €40,000-70,000+; and a sparingly used 770 maintained inside the factory network budgets €20,000-40,000 excluding damage. Two instruments change the arithmetic. Timeless CPO covers qualifying cars to ten years with at least twelve months of unlimited-mileage warranty; Pinnacle extends twelve or twenty-four months by inspection and level - and the broader levels can reach oil leaks and infotainment.

On a car whose exposure is turbos, modules, adaptive suspension, roof mechanisms and leaks, official cover is not marketing - but read the contract: ceramics, tyres, carbon, trim, batteries, normal deterioration, pre-existing faults and modified components sit outside it. The 770 adds a discipline of its own: its value lives in specification completeness, so every replaced component is either factory-correct or a permanent footnote.

#### OWNERSHIP SCENARIOS - PLANNING BANDS

|                  |                                                                                                                                                                                      |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Year 1</b>    | €4,000-9,000: entry inspection with full AMDS scan, water-and-ignition file answered, annual service, ceramics measured, tyres by date, warranty policy arranged, conditioner fitted |
| <b>Years 1-3</b> | €9,000-20,000 cumulative: annual services, one larger service, one age item - battery, brake consumables, minor modules; Volante adds the roof file                                  |
| <b>Years 1-5</b> | Sorted coupé €18,000-32,000 · regular-use Volante €25,000-40,000 · one major event €40,000-70,000+ · sparingly used 770 in the factory network €20,000-40,000                        |

(Assumption-based planning bands excluding storage and insurance premiums; ceramic replacement and carbon repair sit outside every band - and a current Timeless or Pinnacle policy moves several categories off the owner's book while it runs.)

#### OWNERSHIP VERDICT - THE RATINGS

|                             |      |                                                                                                                                    |
|-----------------------------|------|------------------------------------------------------------------------------------------------------------------------------------|
| <b>Reliability</b>          | □□□□ | No defining internal engine weakness - the files are water, boost, heat, volts and the consumable economics of ceramics and carbon |
| <b>Maintenance costs</b>    | □□□□ | Flagship repair economics on a depreciated purchase price - the warranty instruments are the rational answer while they last       |
| <b>Parts availability</b>   | □□□□ | Young fleet, live factory support, DB11-shared systems - Ultimate-specific and carbon components are the expensive exceptions      |
| <b>Investment potential</b> | □□□□ | Divided by design: the standard car is a depreciated flagship; the 770 is clearly collectible but not immune to depreciation       |

#### MARQUE BUYING SCORE - ASTON MARTIN DBS SUPERLEGGERA

| Category                        | Collector example (770 Coupé) | Driver example (2020-22 Coupé) | Cheap early DBS |
|---------------------------------|-------------------------------|--------------------------------|-----------------|
| <b>Reliability</b>              | 7.5 / 10                      | 7.5 / 10                       | 5 / 10          |
| <b>Driving experience</b>       | 9.5 / 10                      | 9 / 10                         | 8.5 / 10        |
| <b>Ownership cost</b>           | 4 / 10                        | 4.5 / 10                       | 2.5 / 10        |
| <b>Parts availability</b>       | 5.5 / 10                      | 6.5 / 10                       | 6 / 10          |
| <b>Long-term collectability</b> | 9 / 10                        | 6 / 10                         | 4.5 / 10        |
| <b>Investment potential</b>     | 7.5 / 10                      | 5 / 10                         | 3 / 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 car with weak battery, misfire history, tired ceramics and undocumented carbon repair.

**METHODOLOGY AND A NOTE ON VALUES**

Built from public sources: Aston Martin documentation (launch June 2018 replacing the Vanquish S; 725 PS/900 Nm and 340 km/h; ZF 8HP95 with 2.93:1 final drive; carbon-ceramics and carbon body standard; ~180 kg downforce; 1,693 kg dry; the 2019 Volante as the most powerful production convertible at launch; the naming shortening to DBS without mechanical change; the 770 Ultimate at 770 PS/900 Nm, 300 coupés and 199 Volantes, sold out before release; OHMSS edition 50 cars, 007 Edition 25 cars, DBS 59 24 cars; the 19-car DBS GT Zagato as a paired coachbuilt commission), contemporary technical reporting (~72 kg lighter than the DB11 V12), compiled production data (~2,500 coupés, just under 1,000 Volantes - labelled compiled, not factory), factory service context (DB11-family water-shield campaign verified by VIN on DBS; wiper-motor supersession bulletin; passenger-airbag nut recall; limited seat recall), and public market data mid-2026: German coupé asks ~€198.5-244.5K within a wider €200-310K year-dependent spread; US asks ~US\$162-280K; 770 asks ~US\$310-417K; US\$318,500 for a 770 Volante and US\$758,500 for a DBS GT Zagato (both RM Sotheby's Miami, February 2026); £403,200 for the 007 Edition charity car (Christie's, 2022 - a charity print, not a comparable). Timeless and Pinnacle terms confirmed per market and policy. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

## 10 SYNTHESIS

The DBS Superleggera turned the DB11 into a flagship; the 770 Ultimate turned the flagship into an ending - and the two purchases obey the Final-Development Rule differently. The standard car is bought as what it is: a depreciated Super GT with flagship repair economics, chosen on condition, systems and warranty runway, with the water-and-ignition file answered in writing and the ceramics measured rather than admired. The 770 is bought as what it will remain: the final, most developed DBS, numbered and complete - at a price that respects the difference between rarity and appreciation, because the factory limit established scarcity and the Miami Volante result showed the market still setting scarcity's price. Between them sit the editions, bought on documentation, and above them the Zagato, which belongs to another asset class entirely. Buy the DBS on the warranty and systems file; buy the 770 on identity, specification and price discipline.

**WHO SHOULD BUY THIS CAR**

The best-value driver: a 2020-2022 coupé with full Aston history, remaining or renewable warranty, current ceramics, recent tyres, no tuning, a dry engine and clean carbon.

The open-GT buyer: a well-maintained Volante with repeated roof-operation evidence, no water history and a complete factory file - the more extravagant tourer, bought for use.

The normal-car collector: a late coupé in a rare Q colour - low but regular mileage, original paint, full factory servicing, no carbon repair; the standard car's strongest future.

The limited collector: a 770 Ultimate Coupé in distinctive but tasteful specification - the family's clearest collector proposition, bought with price discipline.

Not: the bargain hunter drawn to the cheapest early DBS - weak battery, misfires, catalyst faults, old tyres, tired ceramics and undocumented repairs make it the costliest discount in this paper.

**BOTTOM LINE**

One flagship family, 2018-2024: 725 PS and 900 Nm in carbon over bonded aluminium, a Volante with identical numbers, three documentation-led editions - and a 499-car ending at 770 PS, sold out before release. €175-500K across the family: a depreciated flagship below, a fixed-production finale above, and flagship repair economics throughout. Water, boost, heat, volts, ceramics and carbon are the files. Buy the DBS on the warranty and systems file; buy the 770 on identity, specification and price discipline.

**ONE-SENTENCE VERDICT**

*The factory limit establishes scarcity, not its price - buy the standard DBS as a depreciated flagship on systems and warranty, and the 770 Ultimate as the final development, with price discipline.*

**SOURCES**

Aston Martin documentation: DBS Superleggera launch June 2018 as flagship successor to the second-generation Vanquish S; 5.2-litre twin-turbocharged V12 at 725 PS/900 Nm; 340 km/h, 0-100 km/h 3.4 s (Volante ~3.6 s); ZF 8HP95 eight-speed transaxle with 2.93:1 final drive, mechanical limited-slip differential and torque vectoring by braking; standard carbon-ceramic brakes; carbon-fibre bonnet, roof and body panels; ~180 kg downforce at maximum speed via splitter, open-stirrup elements, double diffuser and revised AeroBlade; 1,693 kg dry (~1,845 kg kerb by market method); Volante launch April 2019 as the most powerful production convertible of its moment; later cars badged DBS without mechanical change - 'Superleggera' as heritage positioning, not Touring construction. DBS 770 Ultimate (deliveries 2023-2024): 770 PS/900 Nm via increased boost and revised calibration; stiffened front structure; recalibrated steering, damping and transmission; 300 coupés and 199 Volantes, all sold before release. Editions: On Her Majesty's Secret Service edition (50), 007 Edition (25; charity example £403,200, Christie's Sixty Years of James Bond, 2022), DBS 59 (24, dealer-led); DBS GT Zagato (19, paired with DB4 GT Zagato Continuation at £6M plus tax; US\$758,500, RM Sotheby's Miami, February 2026 - a separate asset class). Compiled production data: ~2,500 coupés and just under 1,000 Volantes for the standard car - registry-derived, no definitive factory total published. Service context: DB11-family bonnet-vent water-shield campaign verified by VIN on DBS; early wiper-motor supersession bulletin (paired replacement); passenger-airbag retaining-nut recall (2018-period builds); limited seat-related recall - public recalls and internal actions treated as two records. Public market data, mid-2026: German coupé asking band ~€198,500-244,500 within a year-dependent €200,000-310,000 spread; US asks ~US\$162,000-280,000; 770 Ultimate asks ~US\$310,000-417,000; US\$318,500 result for a 2,088-mile 770 Volante (RM Sotheby's Miami, February 2026). Aston Martin Timeless CPO (to ten years, 12-month unlimited-mileage minimum) and Pinnacle extended-warranty products confirmed per market, policy and chassis. Companion documents: Buyer's Checklist No. 68 and Model File 68. Values are indicative frameworks, not valuations; nothing here is investment advice.