

ASTON MARTIN DB12

75

The Super Tourer, 2023 to today - Aston's most complete modern GT, bought on software history, recall record and warranty runway

2023-today

Unveiled May 2023, Volante from August 2023, the 700 PS S from late 2025 - a current-production family still writing its own file

680-700 PS

AMG-derived 4.0 twin-turbo V8 with Aston calibration - 800 Nm throughout the range; no V12, no manual, no all-wheel drive

60

The Goldfinger Edition - the family's only numbered coupé, joined by a 60-car Volante 60th Anniversary edition; everything else is series production

€170-350K

The 2026 span, higher-mileage early coupé to new S - normal new-car depreciation in progress, and that is the buying opportunity

01 EXECUTIVE SUMMARY

Aston Martin calls the DB12 the world's first Super Tourer. The phrase is marketing, but it describes the engineering repositioning reasonably well: where the DB11 remained a fast, elegant grand tourer, the DB12 combines GT refinement with much sharper chassis behaviour - 680 PS and 800 Nm from the AMG-derived 4.0 twin-turbo V8, an electronic rear differential, new-generation adaptive dampers, a shorter final drive, substantially stiffer structural control and, decisively, Aston Martin's first internally developed modern cabin and infotainment architecture. The coupé reaches 100 km/h in 3.6 seconds and 325 km/h; the Volante followed with an eight-layer roof that opens in 14 seconds; and from late 2025 the 700 PS DB12 S sits at the top with ceramics and a sharper chassis. The paper's central thesis: the DB11 modernised Aston Martin's hardware - the DB12 finally modernised the complete ownership experience.

The governing principle is the Software Ledger Rule: on the DB12, the maintenance file is no longer complete without the software history, the recall record and the warranty status. The family is too young for a mature fault map, but its first campaigns are concrete and they lead every inspection: the oil-cooler hose recall is a walk-away item until resolved by VIN, the reverse-camera software recall and the infotainment bulletins make software version a service item, and low-voltage discipline underpins everything digital. The DB12 is currently a car to own rather than preserve - its principal opportunity is not appreciation but acquiring Aston's most complete modern GT after the first owner has paid for the launch premium, the Q specification and the initial depreciation.

Key Finding

The DB12 is a normal series-production Aston Martin: no global production total or derivative breakdown has been published, and ordinary coupés, Volantes and S cars must not be represented as limited editions. The 2024 oil-hose recall documentation offers partial scale - 2,557 DB12s worldwide built with the affected hose between January 2023 and June 2024 - confirming volume in the thousands, but it is a recall population, never a production figure.

One recall leads everything: oil-cooler hoses with inconsistent wall thickness could split, causing rapid oil loss, possible engine seizure or fire - nine hose failures were identified across the affected V8 model lines. VIN-level completion with the latest revised parts is a purchase precondition, and cars repaired under the earlier action before August 2024 may still require the later parts.

The buyer's line the whole paper serves: buy the DB12 on its warranty runway, the Volante on its roof and water file, and the S on specification rather than scarcity.

02 THE COMPLETE MODERN ASTON

Not a facelifted DB11 - the generation where the cabin finally caught the chassis.

The DB12 keeps the bonded-aluminium architecture and revises what the DB11 was criticised for. The front structure and chassis control were substantially reworked; the e-diff replaced the mechanical differential; new-generation adaptive dampers, electrically assisted steering and five drive modes govern a car engineered around model-specific 21-inch Michelin Pilot Sport 5 S tyres.

The tyres are part of the chassis calibration, and the matched-tyre rule applies from the factory. The V8 is the familiar AMG-derived hot-V unit with Aston-specific calibration, intake, exhaust, cooling, mounts and transmission integration: the underlying architecture is proven across six-figure production, which is why the correct engine verdict is that the DB12's early ownership risk lies not in the engine itself but in its ancillary components, cooling, software and integration - exactly where its first campaigns have landed. And the cabin is the generation's real event: Aston's first internally developed infotainment, wireless CarPlay and Android Auto, Bowers & Wilkins as the new official audio partner - the reason a DB12 feels a generation newer than a DB11, and the reason its service history now includes a software column.

03 THE FAMILY

Coupé, Volante, the 700 PS S - and two 60-car editions on top.

DB12 Coupé (from 2023) - the definitive car: 680 PS, 800 Nm, 3.6 seconds, 325 km/h, 1,685 kg. More agile than the DB11, substantially more modern inside, usable as a regular GT - and heavily software-dependent, which is the ownership sentence of the whole family. DB12 Volante (unveiled August 2023, deliveries from 2024) - the same powertrain under an eight-layer K-fold roof: open in 14 seconds, closed in 16, operable to about 50 km/h. Aston stiffened the Volante's front axle significantly and fitted a non-isolated steering column to keep the steering honest in the open body - it is not a cosmetic derivative, but it adds the roof, drainage and rear-module exposure to the file. DB12 S (from late 2025) - 700 PS, unchanged 800 Nm, 3.5 seconds, revised throttle and transmission calibration, sharper chassis, quad-tailpipe sports exhaust and carbon-ceramics at the centre of the package, in coupé and Volante forms. Aston positions it as the pinnacle of the family, not a numbered edition. The editions: the Goldfinger Edition (announced October 2024, 60 cars worldwide through Q by Aston Martin - Silver Birch, gold-plated cabin details, delivery gifts down to a 35 mm Goldfinger film strip) and the 60-car DB12 Volante 60th Anniversary edition are specification-led collector identities on the standard car, not separate engineering.

DB12 FAMILY - SPECIFICATION	
DB12 Coupé (2023-)	M177 4.0 twin-turbo V8 · 680 PS, 800 Nm · 0-100 3.6 s, 325 km/h · 1,685 kg · 8-speed ZF, e-diff, five modes · bespoke 21-inch Michelin PS5 S
DB12 Volante (2024-)	680 PS, 800 Nm · 0-100 3.7 s, 325 km/h · 1,796 kg · eight-layer K-fold roof: 14 s open/16 s close, to ~50 km/h · stiffened front axle, non-isolated column
DB12 S (late 2025-)	700 PS, 800 Nm · 0-100 3.5 s (Volante 3.6) · recalibrated throttle and gearbox, sharper chassis, quad exhaust, carbon-ceramics central · coupé and Volante
Goldfinger Edition (2024)	60 cars worldwide via Q · Silver Birch, gold detailing, bespoke cabin, owner gifts · first deliveries Q2 2025 - a specification edition, not an engineering halo
Volante 60th Anniversary	60 cars - part of Aston's anniversary Volante programme · specification-led collector identity on the standard car
Production	Series production, no published total or derivative breakdown · recall documentation shows 2,557 DB12s built Jan 2023 - Jun 2024 with the affected hose - a population, not a total

(No production V12, no manual, no all-wheel drive exists - claims otherwise are misdescriptions. Ordinary coupés, Volantes and S cars are not limited editions; only the two 60-car editions carry factory numbers, and recall populations must never be quoted as production totals.)

04 THE DIGITAL OWNERSHIP FILE

Software version is now a service item - the ledger the paper is named for.

Low voltage - five stars. The DB12 carries the most extensive digital network of any Aston in this library, and a weak battery or repeated jump-starting writes itself into all of it: infotainment warnings, differential faults, suspension messages, camera faults, keyless-entry issues, failed software updates. Battery age and specification, charger history, resting and charging voltage, quiescent draw where needed, fault timestamps - and the correct order always: verify voltage, scan all modules, record, update software, retest. Infotainment maturity - four stars. The first internally developed Aston system is the car's greatest advance and its youngest component: a technical bulletin instructs workshops to verify the installed software version and update cars below the prescribed level. Test boot time, freezing and rebooting, navigation, wireless phone connection, CarPlay and Android Auto, audio, driver display, climate integration, profile retention, over-the-air status - a car that works today but has missed multiple releases is not current. Reverse-camera recall - four stars. Certain 2024-2025 cars could display the home-screen menu over the rear-camera image if reverse was selected before the head unit had booted; the remedy is software, over the air or by dealer USB. Confirm completion, current head-unit software, immediate camera activation and every camera view - the lesson is not that the hardware is unreliable, but that software history is now a core service item. Interior and electronics: test every system - screens, B&W; audio where fitted, cameras, sensors, climate, seat functions, keyless, ambient lighting, app connectivity - and distinguish software faults from hardware failures before either is priced.

Trim lifting, scratched gloss and leather condition complete the sheet. Warranty as criterion: on a car this young, factory warranty is a major buying criterion, not a bonus -remaining factory cover, Timeless approval (to ten years, minimum 12-month unlimited-mileage warranty) or a documented Pinnacle policy, read in detail for software, infotainment, battery, oil leaks, roof systems, ceramics, pre-existing faults and modifications. A vague 'under warranty' is not enough.

05 THE FIRST MECHANICAL CAMPAIGNS

One five-star recall, then the turbo-era discipline - why VIN history matters on a nearly new car.

Oil-cooler hose recall - five stars, and the gate. Certain 2024-2025 DB12s were built with oil-cooler hoses whose inner wall thickness could be inconsistent from the extrusion process; under pressure and temperature cycling the hose can split, causing rapid oil loss, loss of oil pressure, possible engine seizure or fire. Nine hose failures were identified across the affected V8 model lines in the investigation. The affected DB12 window runs January 2023 to June 2024 - 2,557 cars worldwide, 719 of them US-market - and the remedy is replacement with hoses from the improved June 2024 process. Two details matter: cars repaired under the earlier related action before August 2024 may still require the later revised parts, and the buyer requires VIN-level confirmation, the completion invoice, current hose part numbers, an oil-residue inspection and a clean oil-pressure history. Until formally resolved, this is a walk-away item. Cooling - four stars. Radiators, intercoolers, condensers, fans, expansion tank, pumps, hoses, front-intake debris, dried residue, temperature stability - the PPI drives the car to full temperature, holds sustained load, observes the cooling-down phase and stationary fan cycling, and inspects for leaks afterwards; the hose campaign makes the whole fluid system a first-order check. Turbo and charge air - four stars. Oil and coolant lines, intake pipes, charge hoses, intercooler connections, requested versus actual boost, wastegate function, smoke, compressor noise - and originality: at 680-700 PS factory output, undocumented tuning adds risk without purpose and can cost warranty eligibility; verify ECU and gearbox software, downpipes, catalysts and original components. The eight-speed ZF is robust: immediate engagement, clean cold shifts, no shudder, flare or limp mode - the shorter final drive and aggressive Sport+ calibration feel firm by design; a future fluid-and-filter programme is sensible despite 'long-life' labelling. The e-diff is central to the handling: fault memory, leakage, binding, clunks, backlash, temperature warnings, calibration after any software or suspension work - and cars used for launches or drifting earn extra inspection of rear tyres, driveshafts, mounts and adaptations. Chassis: clear mode differentiation - controlled in GT, tied down in Sport, sharper in Sport+; a floaty or nervous DB12 has geometry, tyre, software or calibration problems, not character. Brakes: steel discs measured for thickness, cracking and storage corrosion; optional and S ceramics inspected and measured by a specialist - the single-event cost is material. Structure: bonded aluminium accepts only documented repair - after any accident, structural measurements, bonding procedures, alignment records, camera and radar calibration, paint-depth survey, and cooling and aero ducts refitted; a cosmetic repair can silently affect cooling, ADAS and stiffness.

THE VOLANTE FILE - AND THE DAILY DISCIPLINE

Volante: cycle the roof repeatedly - 14/16-second timing, symmetry, header latch, fabric tension, rear glass, tonneau alignment, sensors, motor noise, low-speed operation; then hunt water at A-pillars, rear quarter trim, carpets, boot, roof-control modules and connectors. One demonstration proves nothing; repetition does.

Daily use: healthy voltage and prompt updates; no full boost until oil, coolant and gearbox are warm; reduced load before shutdown after performance driving; the correct model-specific tyres at correct pressures - 680-700 PS through the rear wheels is not the place for aged or mixed rubber; conditioner and regular operation in storage. Wet mode and the e-diff make winter manageable, on proper seasonal tyres.

06 THE MATURE S

The most developed DB12 - preferred specification, not yet a collector argument.

The DB12 S concentrates the family's development: 700 PS with torque unchanged - the gain lives in response and delivery - revised throttle and transmission calibration, a sharper chassis setup, the quad-tailpipe exhaust, model-specific aero and styling, and carbon-ceramics as a central part of the package rather than an option box. For the buyer who wants the most complete factory specification, the S is the answer: the most developed chassis, factory ceramics, stronger response, no reason for aftermarket modification - and the likely long-term status of best normal-production DB12, the position the 535 PS F1 Edition and the DB11 AMR hold in their own families. What the S is not, this paper says plainly: scarce. It is series production, positioned as a pinnacle rather than numbered as an edition, and its current pricing includes launch status, heavy option content and low early supply. The S-specific inspection follows from its specification: S damping and steering calibration, correct brakes, exhaust, wheels and software, and no replacement of S components with standard DB12 parts - the specification is the value. Buy it as the preferred current specification, never as a guaranteed investment.

07 THE DEPRECIATING MARKET

Normal new-car depreciation in progress - which is precisely the opportunity.

The DB12 is too new, too available and too technologically current to support any collector thesis, and its market behaves accordingly. German and nearby European listings in July 2026 run from roughly €170,000-185,000 for higher-mileage 2024 coupés through €195,000-225,000 for strong 2024 cars to €230,000-250,000 for low-mileage 2025 examples; Volantes cluster around €222,000-250,000; new and highly specified S cars sit well above €300,000. US asks span roughly US\$215,000-412,000 from early coupés to the S. The transaction evidence sits below the asks: a 2024 car sold publicly in Paris in March 2026 at about €196,680, another made US\$212,000 in the US in late 2025 - executable values materially under heavily optioned original invoices. That gap is the family's financial story: the strongest move is buying after the first owner has absorbed a €50,000-100,000 specification and depreciation event, with the recall file complete and the warranty running.

DB12 - INDICATIVE EUROPEAN FRAMEWORKS, MID-2026**DB12 Coupé (2023-)**

Higher-mileage or weaker specification €170-190K · normal strong car €190-225K · low-mileage Q specification €225-260K+

DB12 Volante (2024-)

Used normal car €215-235K · strong low-mileage example €235-265K · exceptional Q specification €270-310K+ · a premium over the coupé at equal condition

DB12 S (2025-)

New and nearly new €300-350K+ by body and specification · US asks ~US\$350-400K+ for heavily optioned cars · launch pricing, thin early supply

Goldfinger Edition (60)

The clearest collector derivative · value follows full Q specification, original accessories and delivery materials, Bond documentation and provenance

(Asks are positions, not market-clearing evidence · public sales at ~€196.7K (Paris, March 2026) and US\$212K (late 2025) sit below the advertised bands. Still depreciating: the DB12's principal opportunity is the second owner's price, not the first owner's hope.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK**Servicing**

Annual €1,800-3,500 · larger service €3,500-6,500 · planning bands from current Aston pricing, not mature DB12 averages

Ignition

Plugs and ignition work €1,500-3,500 · the M177 is age-sensitive here; history by invoice

Campaigns

Oil-cooler hose recall: factory campaign, no owner charge where applicable · but completion is the buyer's problem to verify

Turbo systems

Minor boost repair €2,000-5,000 · major turbo work €8,000-18,000+

Cooling

System work €2,500-7,000 · first-order inspection territory on this family

Driveline

8-speed service €1,000-2,000 · major gearbox repair €6,000-15,000+ · e-diff work €4,000-10,000+

Chassis

Adaptive suspension €4,000-10,000 · steel brake overhaul €3,000-6,000 · ceramics potentially €20,000-35,000+ · tyres €2,000-3,500

Body and electrics

Electrical or infotainment event outside warranty €1,500-6,000+ by module · Volante roof €3,000-10,000+ · recommissioning after neglect €12,000-30,000+

(Planning categories, not quotations · there is not yet enough long-term evidence for mature DB12 averages. Five-year reserves: under factory warranty €10,000-20,000 · regular-use coupé after warranty €15,000-30,000 · Volante or S with one meaningful system event €25,000-45,000+.)

08 THE BUYING PROTOCOL

Recall first, voltage second, software third - then the familiar mechanical discipline.

Level One - at the viewing, genuinely cold. Battery voltage before anything; the oil-cooler recall status before affection develops; cold start, idle, warning lights; oil and coolant; transmission engagement; boost on the drive; e-diff behaviour; suspension modes; steering; brakes; tyres correct, matched and dated; infotainment through every function; reverse camera immediate; audio, climate, every switch; panel alignment; warranty and campaign documentation read, not summarised. Volante adds repeated roof cycles, seals, drains and the water hunt. S adds ceramics, exhaust and S-specific software and chassis identity.

Level Two - the specialist PPI. Complete Aston diagnostic scan with software-version report; recall and service-action record by VIN; oil-cooler hose part verification; engine and boost data; cooling-system pressure test; oil-leak inspection; transmission adaptations; e-diff diagnostics; suspension and alignment; brake measurement; tyre and wheel survey; bonded-aluminium structural inspection with paint-depth survey; camera and radar calibration; roof and water test where relevant; modification detection. Level Three is the box below - and the family's standing sentence: on a nearly new car, VIN history is not paranoia; it is the file.

WALK AWAY - THE NON-NEGOTIABLES

Unresolved oil-cooler hose recall · oil-pressure warnings or unexplained oil loss · persistent infotainment or camera faults without current software · coolant loss · boost inconsistencies · gearbox slip · e-diff warnings · structural repair without bonding documentation · water ingress · undocumented tuning · invalid or unclear warranty · seller resistance to an Aston diagnostic inspection. Supply is generous and growing - the discipline is letting the incomplete car go.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Depreciation is the real cost - the mechanical risk should stay warranty-managed.

The scenarios model a well-bought 2024 coupé at around €205,000 with the recall file complete, current software, Timeless warranty, 10,000-30,000 km and a sensible specification, driven 6,000-12,000 km per year - because the DB12 is one of the most genuinely usable cars in this entire series. Under factory or Timeless cover the five-year reserve runs €10,000-20,000 - consumables, services and the items every contract excludes; a regular-use coupé after warranty budgets €15,000-30,000; a Volante or S absorbing one meaningful system event outside cover reaches €25,000-45,000+. The arithmetic is dominated not by maintenance but by depreciation - which is why the paper prices the family's real risk at purchase, not at service. The two disciplines that protect the owner are the ones the Software Ledger Rule names: keep the software current with stable voltage behind every update, and keep the warranty alive and read - on this generation, official cover reaches exactly the modules, screens and systems that cost most outside it.

OWNERSHIP SCENARIOS - PLANNING BANDS

Year 1	€2,500-6,000: entry inspection with full scan and software-version report, recall verification, annual service, battery renewed if in doubt, tyres by date, conditioner fitted
Years 1-3	€6,000-13,000 cumulative: annual services, software kept current, one age item - battery, brake consumables, a module event if cover has lapsed
Years 1-5	Under warranty €10,000-20,000 · regular-use coupé after warranty €15,000-30,000 · Volante or S with one meaningful system event €25,000-45,000+

(Assumption-based planning bands excluding storage and insurance premiums; ceramics and major turbo work sit outside every band - and current factory, Timeless or Pinnacle cover moves most module and infotainment categories off the owner's book entirely.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Proven V8 architecture, robust gearbox - the young files are hoses, software and volts; too early for a mature fault map, and the campaigns are answered by VIN
Maintenance costs	□□□□	Modern-GT invoices with the warranty instruments at full strength - depreciation, not maintenance, is the real cost of this family today
Parts availability	□□□□	Current production, live factory support, shared AMG architecture - S-specific and edition components are the thin exceptions
Investment potential	□□□□	Not currently collectible by design: series production, automatic only, still depreciating - the Goldfinger Edition and time may change the edges

MARQUE BUYING SCORE - ASTON MARTIN DB12

Category	Collector example (DB12 S)	Driver example (2024 Coupé)	Cheap early car, no file
Reliability	8 / 10	8 / 10	5.5 / 10
Driving experience	9 / 10	8.5 / 10	8 / 10
Ownership cost	5 / 10	6 / 10	3.5 / 10
Parts availability	7 / 10	7.5 / 10	7 / 10
Long-term collectability	7 / 10	4.5 / 10	3.5 / 10
Investment potential	6 / 10	3.5 / 10	2.5 / 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 heavily depreciated early car with an incomplete hose recall, stale software, no warranty and a modified exhaust or ECU.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (DB12 unveiled May 2023; 680 PS/800 Nm M177 with Aston calibration; 325 km/h, 0-100 km/h 3.6 s; e-diff, new adaptive dampers, shorter final drive, five modes, bespoke 21-inch Michelin PS5 S; first in-house infotainment with Bowers & Wilkins partnership; Volante unveiled August 2023 with eight-layer 14/16-second roof and stiffened front axle; DB12 S unveiled October 2025 at 700 PS with ceramics central; Goldfinger Edition announced October 2024, 60 cars via Q, deliveries from Q2 2025; 60-car Volante 60th Anniversary edition; no published production total), recall and campaign records (NHTSA 24V-712 oil-cooler hose recall: inconsistent wall thickness, split risk, oil loss, seizure or fire; DB12 window January 2023 - June 2024; 2,557 cars worldwide, 719 US; nine hose failures across the affected V8 lines; revised parts from the June 2024 process; earlier repairs before August 2024 possibly requiring later parts - and NHTSA 25V-001 reverse-camera software recall, remedied over the air or by dealer USB; infotainment software bulletin), and public market data mid-2026: German/European asks €170-250K coupé by year and mileage, €222-250K Volante, €300-350K+ S; US asks ~US\$215-412K; public sales ~€196,680 (Paris, March 2026) and US\$212,000 (US, late 2025). 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.

10 SYNTHESIS

The DB11 modernised Aston Martin's hardware; the DB12 finally modernised the complete ownership experience - and in doing so it changed what a complete file looks like. The Software Ledger Rule is the whole paper in one sentence: no DB12 file is complete without the software history, the recall record and the warranty status, and the oil-cooler hose campaign is the gate through which every purchase walks. Beyond the gate stands Aston's most complete modern GT: genuinely usable, dynamically resolved, a generation newer inside than anything before it - and normally depreciating, which is the opportunity. Buy the coupé for the fullest dynamic experience, the Volante for touring with its roof and water file answered, the S for the most complete factory specification bought on specification rather than scarcity - and all of them on warranty runway, current software and a VIN file read to the last page. This is a car to own, not to preserve; the reward is the drive, purchased at the second owner's price.

WHO SHOULD BUY THIS CAR

The best-value buyer: a 2024 coupé with complete recall file, current software, Timeless warranty, 10,000-30,000 km, sensible specification and no modifications.

The regular-GT buyer: a normal coupé under factory warranty - the most usable Aston in this library, run on the warranty's terms.

The open-top tourer: the Volante, bought on roof and water-management condition - use-led, with a premium over the coupé but not a stronger collector case.

The specification buyer: the DB12 S - the most developed normal-production DB12, factory ceramics and all, bought for what it is.

The collector: the 60-car Goldfinger Edition - the clearest collector derivative, bought on full Q specification, accessories, delivery materials and provenance.

Not: the bargain hunter drawn to the cheapest early car - incomplete hose recall, stale software, lapsed warranty and a remap make it the most expensive discount in this paper.

BOTTOM LINE

One family, 2023 to today: 680-700 PS and 800 Nm, coupé, Volante and S, two 60-car editions - series production with no published total, still depreciating, still under warranty reach. One recall gates every purchase; software version is a service item; voltage discipline underpins everything digital. €170-350K across the family. Buy the DB12 on its warranty runway, the Volante on its roof and water file, and the S on specification rather than scarcity.

ONE-SENTENCE VERDICT

On the DB12 the maintenance file is incomplete without the software history, recall record and warranty status - buy Aston's most complete modern GT at the second owner's price, through that file.

SOURCES

Aston Martin documentation: DB12 unveiled 24 May 2023 as the 'world's first Super Tourer'; AMG-derived M177 4.0-litre twin-turbo V8 at 680 PS/800 Nm with Aston-specific calibration, intake, exhaust, cooling, mounts and integration; 0-100 km/h 3.6 s, 325 km/h, 1,685 kg coupé; electronic rear differential, new-generation adaptive dampers, shorter final drive, five drive modes, model-specific 21-inch Michelin Pilot Sport 5 S tyres; first internally developed infotainment with wireless Apple CarPlay/Android Auto and Bowers & Wilkins as official audio partner. DB12 Volante: unveiled 14 August 2023, deliveries from 2024; eight-layer K-fold roof, 14 s open/16 s close, operable to ~50 km/h; 1,796 kg; significantly stiffer front axle and non-isolated steering column. DB12 S: unveiled 8 October 2025; 700 PS/800 Nm, 0-100 km/h 3.5 s (Volante 3.6 s), recalibrated throttle and transmission, sharper chassis, quad-tailpipe exhaust, carbon-ceramics central; coupé and Volante; positioned as pinnacle, not numbered. Editions: DB12 Goldfinger Edition (Q by Aston Martin, announced 14 October 2024, 60 cars worldwide, Silver Birch with 18-carat gold-plated cabin details and owner gifts, deliveries from Q2 2025); DB12 Volante 60th Anniversary edition (60 cars). Recalls and campaigns: NHTSA 24V-712 engine oil-cooler hose recall - inconsistent inner wall thickness, split risk with rapid oil loss, possible seizure or fire; nine hose failures identified across DBX707, DB12 and Vantage; DB12 population 2,557 worldwide (719 US), built January 2023 - June 2024; remedy hoses from the improved process of June 2024; vehicles repaired under campaign RA-03-1926 before 15 August 2024 requiring the revised parts. NHTSA 25V-001 rear-view camera software recall - home-screen overlay if reverse engaged before head-unit boot; over-the-air or dealer USB remedy. Aston infotainment software bulletin instructing version verification and update. Public market data, mid-2026: German/European asking bands €170,000-250,000 (coupé, by year and mileage), €222,000-250,000 (Volante), €300,000-350,000+ (S); US asks ~US\$215,000-412,000; public sales ~€196,680 (Paris, March 2026) and US\$212,000 (US, late 2025). 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. 118 and Model File 118. Values are indicative frameworks, not valuations; nothing here is investment advice.