

ASTON MARTIN DBX

77

The SUV Aston Martin needed, 2020 to today - V8, 707 and S, and a utility file no two-door Aston has ever required

2020-today

First Aston Martin SUV, built at St Athan - original V8 to 2023, the 707 from 2022, the new cabin from 2024, the DBX S from late 2025

550-727 PS

AMG-derived 4.0 twin-turbo V8 - 700 then 900 Nm; the 707's wet-clutch nine-speed and ceramics transformed the model's identity

13,719+

The worldwide recall population through November 2025 - family production beyond roughly 14,000 cars; no factory total published

€85-375K

The 2026 span, used original V8 to heavy-Q DBX S - the deepest depreciation ladder in the Aston library, and the opportunity in it

01 EXECUTIVE SUMMARY

The DBX was Aston Martin's first production SUV and the first series car assembled at St Athan in Wales: a dedicated bonded-aluminium SUV structure - not a rebadged group platform - with permanent all-wheel drive, triple-chamber air suspension, 48-volt active anti-roll control, the AMG-derived 4.0 twin-turbo V8 and, uniquely in this library, five doors, five usable seats, genuine towing and off-road capability and a customer base reaching far beyond traditional Aston buyers. The family divides cleanly: the original 550 PS car (2020-2023), the 707 of 2022 whose wet-clutch nine-speed, ceramics and 900 Nm redefined the model, the 2024 interior redevelopment that made the 707 the sole powertrain, and the 727 PS DBX S from late 2025 with Valhalla-derived turbocharger technology. More than 3,000 sold in the first full year; recall documentation shows at least 13,719 built through November 2025.

The governing principle is the Utility Rule: the DBX should be bought as a vehicle that has been used properly, not preserved artificially - but its usefulness creates inspection risks that do not exist on Aston Martin's two-door cars. Towing histories, off-road exposure, family wear, water management, mismatched tyres on a permanent all-wheel-drive system and a heavy car's appetite for suspension components all join the familiar files - and one recent safety recall leads everything: the rear-suspension campaign of March 2026 is a do-not-purchase matter until resolved by VIN, not a negotiating point.

Key Finding

No definitive production total exists: safety-recall data identify at least 13,719 DBXs built with the relevant rear-suspension hardware through late 2025, placing family production in excess of roughly 14,000 once later and unaffected cars are included - a recall population, never a factory figure, and ordinary DBXs are not limited editions.

The commercial story is told honestly: the DBX was a major volume and customer-acquisition success - roughly half its buyers were new to the marque, and it carried about 32% of 2025 wholesales - but it did not make the company profitable: Aston Martin reported 5,448 wholesale vehicles, a £259 million operating loss and ~£65 million of added warranty and quality spending for 2025. Strategically essential is the correct claim; financially decisive is not.

The buyer's line the whole paper serves: buy the original DBX on value, the 707 on the complete recall and systems file, and the S on warranty rather than rarity.

02 THE CAR ASTON MARTIN NEEDED

A bespoke structure, a new factory, a new customer - and not merely Aston's Urus.

The DBX answered the question every low-volume sports-car maker faced in the SUV decade, and answered it unusually: where the Lamborghini Urus sits deep in the Volkswagen Group's MLB Evo family, the DBX uses a bespoke Aston Martin bonded-aluminium body structure, Aston-specific suspension geometry and a dedicated manufacturing operation at St Athan - an AMG-derived engine and Mercedes-linked electronics, but not another company's SUV underneath.

That distinction matters for ownership, not just pride: the DBX does not automatically enjoy the Urus's component scale, aftermarket depth, workshop familiarity or platform-sharing economics. The engine may be familiar; the car around it is a low-volume Aston Martin. Commercially the paper keeps both truths in view: the DBX expanded the customer base - close to half its buyers were new to the brand, by Aston's own executives - and became important enough that the 707's popularity made it the sole powertrain from 2024. And yet Aston Martin remained loss-making in 2025: 5,448 wholesales, a £259 million operating loss, and roughly £65 million of additional warranty, dealer-support and product-quality expenditure. The DBX is strategically essential; it is not the car that made the company consistently profitable, and this series does not pretend otherwise.

03 THREE DBXs

The touring original, the 707 that became the identity, and the S that inherits it.

Original DBX V8 (2020-2023/24) - 550 PS and 700 Nm through a conventional nine-speed torque-converter automatic, ~291 km/h, 632 litres of luggage: softer, touring-oriented, adequately rather than theatrically fast, with the older Mercedes-derived cabin - and now the rational used purchase for an owner who does not need 707 PS. DBX707 (2022-2025) - the transformation: 707 PS and 900 Nm on ball-bearing turbochargers, a nine-speed wet-clutch transmission with launch control replacing the torque converter, recalibrated all-wheel drive, carbon-ceramics, revised air suspension and model-specific aero - 3.3 seconds, 310 km/h, and from 2023 the official Formula One Medical Car, circuit data feeding development. For 2024 the 707 received Aston's in-house infotainment in a substantially redesigned cabin, and the 550 PS car was dropped - the market now splits early 707s (original interior, lower entry) from 2024-2025 cars (dramatically better cabin, stronger long-term ownership position). DBX S (from late 2025) - the mature current flagship: 727 PS in European specification with turbocharger technology transferred from the Valhalla programme, sharper steering, revised calibrations, and an optional lightweight path - carbon roof, magnesium wheels, lighter grille and diffuser, up to roughly 47 kg saved by specification. Series-produced, not a limited edition. The editions - AMR23 and AMR24 link the 707 to the Formula One programme in Racing Green with lime accents and Q content: specification collectibles, not different engineering.

DBX FAMILY - SPECIFICATION	
DBX V8 (2020-23)	550 PS, 700 Nm · 9-speed torque-converter auto · AWD, e-diff, triple-chamber air suspension, 48V anti-roll · ~291 km/h · 632 l boot · Mercedes-era cabin
DBX707 (2022-25)	707 PS, 900 Nm · ball-bearing turbos · 9-speed wet-clutch, launch control · carbon-ceramics · 0-100 3.3 s, 310 km/h · F1 Medical Car from 2023
2024 update	Aston's in-house touchscreen cabin, redesigned dashboard and console, B&W; audio option - and the 707 became the sole DBX powertrain
DBX S (2025-)	727 PS (EU), 900 Nm · Valhalla-derived turbo technology · sharper steering and calibration · optional carbon roof, magnesium wheels, ~47 kg · 310 km/h, 3.3 s
Editions	AMR23 and AMR24: F1-team specification identities in Racing Green/lime with Q content - collector specifications, not separate engineering
Production	St Athan, from 2020 · no factory total published · recall data: at least 13,719 cars built October 2019 - November 2025 · >3,000 sold in the first full year

(No cumulative production table exists - the 13,719 is a recall population, never a production figure, and ordinary DBXs of every generation are series-production cars. The S is the mature current model, not a fixed-production edition.)

04 THE HEAVY SYSTEMS FILE

One live safety recall leads the checklist - then the campaigns behind it.

Rear-suspension recall - five stars, and the gate. In March 2026 Aston Martin recalled 13,719 DBXs worldwide (3,937 US, 9,782 elsewhere; NHTSA 26V-200) built between October 2019 and November 2025: a reduced-diameter bolt shank in the torque-reaction link can let the pin migrate out of the rear lower suspension arm - the joint loads up, the arm casting can crack and shear, brake lines can be damaged, and one collision outside the US has already been attributed to exactly that sequence. The remedy is larger-shank bolts with the mechanical lock restored, plus inspection and replacement of cracked arms. The buyer requires VIN-level confirmation of the final remedy, the replacement part numbers, inspection of both rear arms and brake lines, and an alignment report - until then this is a do-not-purchase or do-not-drive matter. Battery fuse-box fixings - five stars. DBXs built May 2020 to September 2023 (2,902 US cars; NHTSA 24V-255) may have loose cable fixings in the 12-volt fuse box: engine stall, lost headlights, lost power steering, arcing and heat damage. Completion, fuse-box inspection, no heat evidence, full scan. 707 oil-cooler hose - five stars. The initial campaign covered 720 US cars of 2023-2024 (built October 2022 - June 2023): a compromised hose wall could burst, with oil loss, seizure and fire risk; the fix is uprated 25-bar-tested hoses - and the later 24V-712 campaign (shared with DB12 and Vantage) added a further population, with cars repaired before August 2024 possibly needing the revised parts. Latest part numbers, completion invoice, no oil-pressure history. Smaller campaigns: front propshaft and differential fasteners on a small 2020 population; the 2025 rear-camera software recall (menu overlaying the camera image), remedied over the air or by dealer. And the series' standing sentence, which this family has earned five times over: public recalls correct safety defects, internal service actions correct a broader set of quality and software issues - obtain both records.

05 POWERTRAIN, DRIVELINE AND THE HEAVY CHASSIS

A proven V8 in a 2.2-tonne car - the load paths are the file.

Engine: the AMG-derived V8 has no DBX-wide internal failure pattern - the exposure is thermal load, turbo plumbing, cooling circuits, oil hoses, electrical integration and deferred servicing. Cold start, misfire counts, fuel trims, boost request versus actual, actuator function, smoke, charge pipes, intercoolers, oil-cooler hose history, catalyst faults, mounts. Modified cars are a different purchase: the DBX - especially the 707 - attracts remaps and claimed 800-900 PS conversions, and every added newton-metre stresses a wet clutch, transfer case, differentials, driveshafts, cooling and tyres already working at factory limits in a heavy AWD vehicle. Transmissions: the original's torque-converter nine-speed is the relaxed touring unit - immediate engagement, no shudder, clean shifts; the 707/S wet-clutch nine-speed trades some low-speed silkiness for speed and torque capacity - judder, slipping or inconsistent take-up is a fault, some low-speed directness is architecture; launch history, clutch adaptations, fluid and temperature data belong in every 707 PPI. All-wheel drive: transfer case, centre clutch, e-diff, driveshafts, CV joints, fluids, binding, vibration - and the tyre rule that owners break most: all four correct, closely matched in tread and circumference, because a mismatched set silently loads the driveline. Air suspension and 48-volt anti-roll - the signature system: triple-chamber springs, adaptive dampers, ride-height range, active anti-roll. Even height after overnight parking, compressor run time, valve block, struts, sensors, mode separation, lifting response - one corner sagging overnight, a long-running compressor or suspension warnings after low-voltage events are the signs; no universal flaw exists, but age, mileage and 2.2 tonnes make this the defining long-term cost category. Brakes and wheels: original cars on large steel discs read for lip, corrosion and cracking; 707/S ceramics inspected and measured by a specialist - a five-figure event when damaged; 22- and 23-inch wheels surveyed for cracks, buckling and straightening - and the S's optional magnesium wheels are their own file: factory identity, specialist inspection, correct coating, no welding, never treated as ordinary alloys.

06 LUXURY SUV REALITY

Towing, gravel, children and rain - the inspection categories no Vantage ever needed.

The DBX was genuinely designed for towing, snow, gravel, wet fields, family use and long-distance touring - so the paper inspects what that use leaves behind. Towing: factory tow-bar specification, electrics function, trailer software, transmission temperatures, cooling history, hitch corrosion - a car that towed a horsebox for years has absorbed driveline and thermal load its odometer does not show. Off-road exposure: underbody, suspension arms, air lines, brake lines, exhaust, diffusers, sills, wheels, alignment - the DBX can leave asphalt; a 707 on 23-inch wheels with low carbon bodywork should mostly not have. Family use: rear leather, Isofix points, door trim, load floor, tailgate, rear climate, pet and moisture damage - honest wear on a used DBX is normal and preferable to artificial preservation, provided the history supports it.

Water management: panoramic-roof bonding and drainage, headliner, A-pillars, footwells, door and tailgate seals, window drop, light condensation, camera housings - an outdoor-parked family SUV meets more weather than any coupé in this library, and a leak reaches comfort modules, audio, seat electronics and tailgate controls. Cabin and electronics: early cars carry the dated but understood Mercedes-era system; 2024-on cars the in-house touchscreen cabin that effectively relaunched the product - every screen, camera, seat, climate zone and assistance function tested, twice. Voltage: the prominent line this family needs because DBXs sit parked despite their daily-driver billing - battery age and type, conditioner history, parasitic draw, jump-start evidence, the fuse-box campaign - stabilise, scan, record, update, retest.

THE UTILITY LEDGER - USE IS GOOD, EVIDENCE IS BETTER

A DBX with 60,000 documented family kilometres, complete campaigns and fresh suspension components is a better purchase than a 9,000 km garage ornament with a sagging corner, an original battery and an open recall. The Utility Rule cuts both ways: proper use is the point of this car - and proper evidence is the price of buying one used.

Fuel is a real cost: ~13.5 l/100 km combined for the 707 on paper, materially more in urban or fast use - on a 2.2-tonne, 900 Nm SUV, consumables (tyres €2,000-4,500 a set, brakes, fluids) run at SUV scale, not sports-car scale.

07 THE DEPRECIATION OPPORTUNITY

The deepest ladder in the Aston library - four rungs, four different purchases.

The DBX market is a depreciation ladder with four distinct rungs. The original V8 has fallen hardest - US benchmark near US\$105,000, sales to US\$86,000 - and around €100,000 it is substantial car for the money if its recall and systems file is complete; it remains exposed, because the 707 is more desirable, the 2024 cabin much better, and luxury-SUV technology ages fast. The early 707 (2022-2023, original interior) is the family's performance bargain: mechanically the transformed car, benchmark near US\$184,000, German asks ~€150,000-200,000, priced down mainly for its cabin. The updated-interior 707 (2024-2025) is the ownership sweet spot at roughly €185,000-300,000 by mileage and content - still depreciating, but with the modern cabin its long-term position is far stronger. The DBX S launched around €258,000 in Germany before options and trades to €375,000+ with heavy Q content - too new for a secondary-market verdict, bought as the best current DBX, not a collectible. Editions carry modest documentation-led premiums. None of it is collector territory yet: the early 707 in defining specification and the AMR editions hold the strongest modern-classic claims, and even those are claims, not prices.

DBX - INDICATIVE EUROPEAN FRAMEWORKS, MID-2026**DBX V8 (2020-23)**

Higher-mileage or weaker specification €85-110K · strong documented example €110-135K · late, low-mileage or strong Q car €135-165K (US benchmark ~US\$105K, sales to US\$86K)

Early DBX707 (2022-23)

Higher-mileage or plain specification €145-170K · strong normal car €170-200K · low-mileage Q or AMR-linked €200-230K+ · the performance bargain, priced for its cabin

DBX707 update (2024-25)

Used 2024 car €185-220K · strong low-mileage example €220-255K · near-new or high Q content €255-300K+ · the family's ownership sweet spot

DBX S (2025-)

Used or demonstrator €245-285K · strong specification €285-330K · carbon roof, magnesium wheels, heavy Q €330-375K+ · launch pricing, bought on warranty

(Asks are positions, not market-clearing evidence - US benchmarks ~US\$105K/184K for V8/707 anchor the lower rungs. Every band assumes the rear-suspension recall completed by VIN; an unresolved campaign removes the car from the market, not from the price.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK**Servicing**

Annual V8 €1,800-3,500 / 707-S €2,000-4,000 · major V8 €3,500-6,500 / 707-S €4,000-7,500

Ignition

Plugs and ignition work €1,500-4,000 by engine state - AMG-familiar, DBX-packaged

Turbo systems

Minor repair €2,000-6,000 · major turbo work V8 €8,000-18,000+ / 707-S €10,000-22,000+

Driveline

Transmission service €1,000-2,500 · major repair €6,000-18,000+ · transfer case/differential €4,000-14,000+

Air suspension

Strut €2,000-4,000 per corner · compressor/valve block €2,000-6,000 · active anti-roll repair potentially substantial five figures

Brakes and wheels

Steel overhaul €3,000-6,000 · ceramic replacement €20,000-35,000+ · tyres €2,000-4,500 · 23-inch wheels several thousand each · magnesium events five figures per set

Body and electrics

Panoramic-roof or water repair €2,500-10,000+ · infotainment/electrical event €1,500-6,000+

Recommissioning

Full recommissioning €12,000-30,000+ (V8) / €15,000-40,000+ (707/S)

(Planning categories, not quotations. Five-year reserves: sorted original DBX €15,000-28,000 · regular-use original with one suspension or electrical event €25,000-45,000 · DBX707 €20,000-40,000 · 707/S with a ceramic, suspension or driveline event €40,000-70,000+. Recall work is the manufacturer's cost, never the owner's.)

08 THE BUYING PROTOCOL

Recalls first, ride height second, tyres third - then park it and watch a corner.

Level One - at the viewing, genuinely cold. Rear-suspension recall status before anything; fuse-box campaign; oil-hose campaign on a 707; battery voltage; cold start; boost on the drive; gearbox engagement (torque converter or wet clutch, judged by its own architecture); transfer case and differentials; all suspension heights and modes; active roll control; steering; brakes; tyres matched by specification, tread and date; panoramic roof and water evidence; every door, window, seat and screen; tailgate; cameras; towing equipment; underbody - and leave the car parked long enough to see whether one corner loses height. Level Two - the specialist PPI. Complete AMDS scan with VIN recall and service-action file; rear-suspension and brake-line inspection; fuse-box inspection; oil-cooler hose verification; boost data; cooling pressure test; transmission adaptations; transfer-case and differential diagnostics; air-suspension leak test with compressor and valve-block assessment; active anti-roll diagnostics; alignment; brake measurement and ceramic inspection on 707/S; tyre circumference comparison; bonded-structure inspection; panoramic-roof and water test; towing and underbody inspection; software and tuning verification. Level Three is the box below - and the family's standing sentence: on a car built to be used, the evidence of proper use is the purchase.

WALK AWAY - THE NON-NEGOTIABLES

Unresolved 2026 rear-suspension recall · evidence of brake-line damage · oil-pressure history after a 707 hose failure · fuse-box heat damage · persistent air-suspension sag · active-roll faults · transfer-case binding · mismatched tyres · coolant loss · transmission judder · water ingress · undocumented structural repair · undeclared tuning · seller resistance to Aston diagnostics. Supply is the deepest in the Aston library - the discipline is letting the incomplete car go.

09 OWNERSHIP ECONOMICS AND SCENARIOS

SUV consumables, Aston economics - and warranty as the deciding instrument.

The scenarios model a well-bought 2024 updated-interior 707 at around €220,000 with complete campaigns, matched tyres, healthy air suspension and Timeless cover, driven a genuine 10,000-20,000 km per year - because the DBX is the one Aston in this library meant to work daily. A sorted original V8 runs €15,000-28,000 over five years; with one suspension or electrical event €25,000-45,000; a 707 budgets €20,000-40,000, and a 707 or S absorbing a ceramic, suspension or driveline event €40,000-70,000+. Fuel and tyres run at SUV scale throughout. Warranty is the deciding instrument: Timeless (to ten years, minimum cover through the official network) explicitly includes the DBX, Pinnacle extends 12 or 24 months by inspection and level - and on this family the policy wording on air suspension, the 48-volt anti-roll system, turbos, oil leaks and infotainment is worth more than any price negotiation. Recall work remains the manufacturer's responsibility and must never consume warranty limits. The Utility Rule prices the paradox: the best DBX is a used DBX with proof of use - the worst is a preserved one with proof of nothing.

OWNERSHIP SCENARIOS - PLANNING BANDS

Year 1	€3,000-7,000: entry inspection with full scan and campaign file, annual service, battery renewed if in doubt, tyres matched by circumference, alignment, conditioner fitted
Years 1-3	€8,000-18,000 cumulative: annual services, one larger service, consumables at SUV scale - tyres, brakes, one air-suspension or electrical age item
Years 1-5	Sorted V8 €15,000-28,000 · V8 with one event €25,000-45,000 · DBX707 €20,000-40,000 · 707/S with ceramic, suspension or driveline event €40,000-70,000+

(Assumption-based planning bands excluding fuel, storage and insurance; ceramic replacement, active-roll repair and magnesium-wheel events sit outside every band - and current Timeless or Pinnacle cover moves the module and suspension categories substantially off the owner's book.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Proven engine, robust transmissions - the files are recalls, air suspension, voltage and the load history of a 2.2-tonne car used as intended
Maintenance costs	□□□□	SUV-scale consumables at Aston rates - air suspension and ceramics set the amplitude; warranty instruments are the rational answer
Parts availability	□□□□	AMG-familiar engine, live factory support - but a bespoke low-volume structure, not Urus platform economics; S-specific parts are thin
Investment potential	□□□□	Not collector territory: substantial production, fast-ageing SUV technology, better successors - the early 707 and AMR editions hold the only claims

MARQUE BUYING SCORE - ASTON MARTIN DBX

Category	Modern-classic claim (early 707)	Driver example (2024 707)	Cheap DBX, open recalls
Reliability	7.5 / 10	7.5 / 10	5 / 10
Driving experience	8.5 / 10	8 / 10	7 / 10
Ownership cost	4.5 / 10	5 / 10	3 / 10
Parts availability	6.5 / 10	6.5 / 10	6 / 10
Long-term collectability	6 / 10	4 / 10	3 / 10
Investment potential	5 / 10	3.5 / 10	2 / 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 car with the suspension recall open, a sagging corner, mismatched tyres and a towing past nobody documented.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (first SUV, St Athan production from 2020; 550 PS/700 Nm original with 9-speed torque-converter automatic, ~291 km/h, 632 l; DBX707 from 2022 at 707 PS/900 Nm with ball-bearing turbos, 9-speed wet-clutch, ceramics, 310 km/h; 2024 in-house cabin update and 707 as sole powertrain, by stated popularity; DBX S from late 2025 at 727 PS EU with Valhalla-derived turbo technology, optional carbon roof and magnesium wheels, ~47 kg by specification; AMR23/AMR24 editions; F1 Medical Car role; ~half of DBX buyers new to the marque per Aston executives; >3,000 first-full-year sales), recall records (NHTSA 26V-200 rear-suspension recall, March 2026: 13,719 worldwide - 3,937 US, 9,782 other - built October 2019-November 2025, cracked-arm and brake-line risk, one collision recorded; NHTSA 24V-255 battery fuse-box campaign, 2,902 US cars, builds May 2020-September 2023; DBX707 oil-cooler hose recall, 720 US cars built October 2022-June 2023, uprated 25-bar hoses, extended by 24V-712; 2020 propshaft-fastener inspection; 2025 rear-camera software recall), Aston Martin FY2025 results (5,448 wholesales, £259.2M operating loss, ~£65M added warranty and quality costs, DBX 1,717 wholesales ~32% of volume), and public market data mid-2026: US benchmarks ~US\$104.8K (V8) and ~US\$184.2K (707), sales to US\$86.1K; German/European asking bands as tabled; DBX S German launch price ~€258K. 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 DBX's most important legacy may not be collectability: Aston Martin built an SUV without rebadging another group's platform - a bespoke bonded-aluminium structure from a new Welsh factory - and attracted thousands of customers who might never have considered an Aston coupé. The Utility Rule is the buying consequence: this is the one Aston in the library designed to tow, carry children and stand outside in the rain, so it is bought on evidence of proper use, never on artificial preservation - and its inspection file (recalls, air suspension, voltage, tyres, water, towing history) exists precisely because the car works for a living. The ladder is the opportunity: the original V8 on value, the early 707 as the performance bargain priced for its cabin, the 2024 car as the ownership sweet spot, the S as the best current DBX on warranty. One sentence gates all of it: no DBX purchase exists until the March 2026 rear-suspension recall is resolved by VIN. Buy the original DBX on value, the 707 on the complete recall and systems file, and the S on warranty rather than rarity.

WHO SHOULD BUY THIS CAR

The value buyer: an original 550 PS DBX with complete recall history, full servicing, recent battery, healthy air suspension and no water history - substantial car near €100K.

The performance buyer: a 2022-2023 707 after the first owner absorbed the depreciation - the transformed car, priced down for its old cabin.

The all-round owner: a 2024-2025 updated-interior 707 under Timeless or Pinnacle cover - the family's ownership sweet spot.

The current-car buyer: the DBX S - ideally with the carbon roof, forged rather than magnesium wheels for lower ownership risk, practical Q content and full factory warranty.

The modern-classic speculator, eyes open: an early 707 in defining specification or an AMR24 with complete documentation - claims, not certainties.

Not: the bargain hunter drawn to the cheapest DBX - open suspension recall, sagging corner, mismatched tyres and an undocumented towing past make it the costliest discount in this library's most utilitarian paper.

BOTTOM LINE

One SUV family, 2020 to today: 550 to 727 PS, torque converter to wet clutch, Mercedes cabin to in-house cabin, at least ~14,000 built and no factory total published. Five campaigns on the file - the March 2026 rear-suspension recall gates every purchase. Air suspension, voltage, tyres, water and towing history are the SUV files no coupé paper needed. €85-375K across four rungs of depreciation. Buy the original DBX on value, the 707 on the complete recall and systems file, and the S on warranty rather than rarity.

ONE-SENTENCE VERDICT

The DBX is bought as a vehicle that has worked properly - on its recall file, its systems evidence and its warranty runway - never on preservation, and never with the 2026 suspension campaign open.

SOURCES

Aston Martin documentation: DBX as first production SUV, built at St Athan from 2020 on a dedicated bonded-aluminium structure; original V8 at 550 PS/700 Nm with nine-speed torque-converter automatic, permanent AWD with active centre transfer case and electronic rear LSD, triple-chamber air suspension, 48-volt active anti-roll, ~291 km/h, 632 litres; DBX707 (2022) at 707 PS/900 Nm with ball-bearing turbochargers, nine-speed wet-clutch transmission with launch control, carbon-ceramics, 0-100 km/h 3.3 s, 310 km/h; official Formula One Medical Car with circuit data feeding development; 2024 model-year interior redevelopment with Aston's in-house infotainment, after which the 707 became the sole powertrain, attributed by Aston to its popularity; DBX S (late 2025) at 727 PS EU with Valhalla-programme turbocharger technology, optional carbon roof and magnesium wheels, weight reduction to ~47 kg by specification; AMR23/AMR24 editions; ~13.5 l/100 km combined (707); executives citing nearly half of DBX buyers as new to the marque; >3,000 sales in the first full production year. Recalls and campaigns: NHTSA 26V-200 (March 2026) rear lower suspension-arm torque-reaction link - reduced-diameter bolt shank, pin migration, arm cracking and brake-line risk, one collision recorded outside the US; 13,719 vehicles worldwide (3,937 US, 9,782 other), built 24 October 2019 - 5 November 2025; remedy larger-shank bolts and arm inspection. NHTSA 24V-255 12-volt battery fuse-box fixings (2,902 US; builds May 2020 - September 2023): stall, lighting, steering and heat risk. DBX707 oil-cooler hose recall (720 US, built October 2022 - June 2023; uprated 25-bar hoses), extended by NHTSA 24V-712. 2020 front propshaft/differential fastener inspection; 2025 rear-camera software recall (OTA or dealer). Aston Martin FY2025 preliminary results: 5,448 wholesales (-10%), £259.2M reported operating loss, ~£65M additional warranty/dealer-support/quality costs, DBX wholesales 1,717 (~32% of volume). Public market data, mid-2026 (CLASSIC.COM and European listings): V8 benchmark ~US\$104,830 with sales to US\$86,055; DBX707 benchmark ~US\$184,214; German asking bands as tabled; DBX S German launch pricing ~€258,000 before options. Aston Martin Timeless CPO (DBX explicitly included; to ten years) and Pinnacle extended-warranty products confirmed per market, policy and chassis. Companion documents: Buyer's Checklist No. 69 and Model File 69. Values are indicative frameworks, not valuations; nothing here is investment advice.