

Aston Martin DB12
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Haute Couture from Gaydon



Author Video Report
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It's being called the first Super Tourer and it seems that 110 years of history have just reached its culmination. There has never been such a comprehensive Aston Martin on the road before, and the Route Napoleon, which climbs majestically over the French Riviera, is unbearably waiting for contact with the specially developed Michelin Pilot 5s tire. We are interested in whether the ESP sensors, which work in six axes, are really the best that exists at the moment. But for the public, the question is whether it still is possible to cross the continent quickly and comfortably with this car.

The world premiere in Monte Carlo and early morning serves a typical green Racing Green front of me. Impressively wide and full of curves, as if forged in an Italian carrozzeria. Behind the lightweight 21-inch alloy rims sits 400 mm of ceramic braking power. The hidden door handles move outwards and the doors opens slightly upwards as if wants to fly.

The eight-speed gearbox from ZF is suspended on the rear axle, therefore the transaxle arrangement. And in the front is a twin-turbine eight-cylinder engine with 680 HP. This balancing act prowess and shines on the road where active suspension, five driving programs and an exceptional stability system interact with each other as if they were siblings. Stability management though, merely calms the noise of the driving over-dynamics and you hardly feel any intervention. Just propels you through another corner uninhibited. Scientific. The interior is all about prestige and esthetically packaged technology. For one, the LCD screen doesn't jut up high covering the windshield. Controls are partially manual with metallic feel of knobs having a marvelous weight so the haptic is incredibly precise and high class. Quality of assembly in this pre-production version of the vehicle, we had eight DB12 available, is at the level one would expect in a car with an asking price of 240,000 euros. Comfortable, spacious, even prominent visibility from the cabin. We could easily cross any continent with it. What about the audience? Let them try.



Presented with a more muscular physique to signify the power that lies beneath – an increase in track by 6mm at the front and 22mm at the rear, the all-new front-end features a larger, re-shaped radiator aperture and a re-shaped splitter.



As the primary point of contact between car and driver, careful attention has been paid to perfecting the Electronic Power Assisted Steering system. This begins with the fitment of a non-isolated steering column, which gives an enhanced dynamic feel by ensuring steering inputs from the driver and feedback from the road remain pure and uncorrupted.

Taking care to avoid the steering responding in an exaggerated, overly aggressive manner, DB12 has an intuitive, confidence-inspiring feel. In the interests of consistency and driver connection, the steering has a constant 13.09:1 ratio rack with variable, speed sensitive assistance and 2.4 turns lock-to-lock.



DB12's bonded aluminium structure has seen a 7% increase in global torsional stiffness thanks to changes to a range of underbody components; the engine cross brace; front and rear undertrays; front crossmember and rear bulkhead. The combined effect is a focused improvement in torsional rigidity and lateral stiffness – especially between the front and rear strut towers – which provides a stronger and more stable attachment points for the dampers and rear axle.

Unlike a conventional Limited Slip Differential, it can go from fully open to 100% locked in a matter of milliseconds

A major DB12 landmark is the introduction of a next-generation infotainment. Entirely bespoke, designed and developed, it is the marque's first in-house system. Understanding the need for balance between touchscreen commands and the positive tactility of physical switches, DB12 retains buttons for the key mechanical operations of gear selection, drive selection, heating and ventilation offering the perfect blend of digital and analogue controls.



With the introduction of new generation intelligent adaptive dampers and extensive engineering of key components such as stiffer anti-roll bars and with a 500% increase in bandwidth of force distribution, these state-of-the-art dampers are a huge advance as their greater capacity facilitate a far broader range of control and refinement across the DB12's drive mode settings. Careful calibration of the dampers allows the progressive introduction of more response and tighter body control as you scroll through the dynamic modes.



DB12's confidence is endowed with a 0-100 km/h time of 3.5 seconds, a 331 km/h top speed and best-in-class potency from its 4.0 Twin-Turbo V8 engine. These performance outputs have been achieved through modified cam profiles, optimised compression ratios, larger diameter turbochargers, and increased cooling. To manage increased thermal demands the cooling system has been completely redesigned, with an additional two auxiliary coolers added to the existing central main radiator. To ensure desired engine intake air temperatures are achieved in all conditions, an additional low temperature radiator has been fitted to the charge cooler water circuit.

Combining clean, contemporary design with classic craftsmanship and the finest materials, the DB12's interior provides a stylish and sumptuous haven for driver and passengers alike. The design character focuses on a driver centric cockpit, seamlessly integrating everyday technologies with luxury craftsmanship and materials.



Provence welcomes the new light clusters with lunch and a Michelin star chef



Framed by new Light Emitting Diode headlights with a distinctive new Daytime Running Lamp signature and intricate surface detailing, it emits a jewelry like statement.



The announcement of DB12 comes as Aston Martin celebrates two significant milestones in 2023; its monumental 110th anniversary and 75 years of the illustrious DB model line. When founders Lionel Martin and Robert Bamford officially formed the partnership that became Aston Martin, they ignited more than a century of automotive passion, cutting-edge British innovation, and high-octane racing success.



Craftmanship remains at the core of all Aston Martins. Swathed in aromatic, hand-stitched Bridge of Weir hides, this cossetting space embodies true Super Tourer values; soothing comfort to excel at all-day, big mileage journeys, yet still provides the support and connection needed to deliver maximum driving enjoyment. Exquisite detailing and unique character embodied by the new quilts introduced with DB12.

Enriched by an all-new, ultra-luxurious interior, the DB12 indulges occupants with a spectacular surround sound system by new audio partner, Bowers & Wilkins.





Ensuring it has the stopping power to match its prodigious pace, DB12 is fitted as standard with cast-iron 400mm front discs and 360mm rear discs with grooved and drilled faces for improved thermal capacity. The brake booster has also been re-tuned to improve pedal feedback, giving the driver greater confidence thanks to a firm pedal with an immediate sense of stopping power combined with progressive response. Underlining its Super Tourer credentials, DB12 can be ordered with a Carbon Ceramic Brake (CCB) option. Offering increased braking performance and reduced brake fade at temperatures of up to 800°C, fitting CCB saves 27kg in unsprung mass compared to the standard braking system, which in turn benefits ride quality and steering response.

Confirming its commitment to fulfilling the DB12's Super Tourer brief, Aston Martin uses the new Michelin Pilot Sport 5s tyres – 275/35 R21 IO3Y front and 315/30 R21 IO8Y rear. The Pilot Sport 5s also feature noise-cancelling polyurethane foam inserts within the tyre's carcass. This reduces tyre 'hum' transmitted to the car's interior by 20%, lowering noise levels and improving refinement and driver comfort. DB12 features 21 inch forged alloy wheels as standard; 9.5J front and 10.5J rear. Aston Martin have worked closely to optimise the structure of these lightweight wheels to maximise performance without compromising aesthetics. Using cutting edge simulation to ensure excess mass has been removed, these wheels are 8kg lighter than previous 20" offerings.



DB12 introduces an industry leading Electronic Stability Programme system. It works by taking information from a multitude of sensors around the vehicle, the most advanced of which is the new six-axis inertia measurement unit. This complex accelerometer data builds a real-time picture of what the car is doing. Then, using cutting edge algorithms, it predicts the level of grip available, as well as reacting to momentary instabilities.



Sitting proudly on the nose and boot is the latest evolution of the iconic Aston Martin wings badge. Symbolising the start of an exciting new era, DB12 is the first sports car to which the new wings have been applied.

