



# VANTAGE

## INTRODUCING NEW VANTAGE: ENGINEERED FOR REAL DRIVERS

- Potent new Vantage asserts its position as the definitive front-engine, rear-wheel drive sports car
- Class-leading outputs of 665PS/800Nm from 4.0 V8 Twin Turbo engine, with a perfect 50:50 weight distribution
- Chassis and powertrain tuned to deliver maximum thrills and driver engagement
- Technical highlights include industry-leading Active Vehicle Dynamics, Bilstein DTX adaptive dampers, Electronic Rear Differential (E-diff) and AML specific 21" Michelin Pilot S 5 tyres
- All-new interior architecture and bespoke, state-of-the-art infotainment system set new standards of quality, style and sophistication
- Top speed of 202mph, 0-60mph in 3.4 seconds
- Aston Martin Vantage road car unveiled alongside new Vantage GT3 challenger
- Deliveries scheduled to begin Q2 2024

*12 February 2024, Gaydon, UK:* The latest in an iconic bloodline, Aston Martin is proud to introduce the new Vantage. The quintessential Aston Martin sports car and the most driver focused and fastest Vantage in the famous nameplate's 74-year history, it is an authentic, unadulterated celebration of pure performance, engineered to deliver maximum thrills with maximum confidence.

A design refocused through a contemporary lens, Vantage champions the qualities that have gripped enthusiasts for generations but are increasingly hard to find in today's sports car market. As such Vantage makes a stand for disenfranchised devotees of breathtaking power, razor-sharp handling and the perfect balance of a finely-tuned front-engine, rear-wheel drive chassis.

The announcement of a new Vantage follows the successful introduction last year of the acclaimed DB12 Coupe and Volante. Further strengthening Aston Martin's next generation of sports cars, Vantage reaffirms the brand's position in the ultra-luxury, performance sports car market alongside its leading roles in the ultra-luxury sporting GT, SUV and hypercar arenas, and the highest echelons of world championship motorsport.

The new generation Vantage continues a remarkable lineage that can be traced back to 1950, when the Vantage name was first used to denote an uprated engine package for the race-proven DB2. The first time Vantage was applied as a model designation was in 1964, when a high-performance Vantage-badged version of the DB5 became the new flagship of the range. A standalone Vantage model was introduced in the early 1970s, from which point the nameplate has played an increasingly prominent role in Aston Martin's model line-up. Synonymous with immaculate style, unforgettable performance and inimitable character, Vantage embodies the sporting qualities for which this evocative name has become renowned.

This new Vantage reflects the most dynamic period in Aston Martin's 111-year history. A formidable force in the 2023 Formula One<sup>®</sup> season, a dominant presence in international GT racing, where Vantage has a rich history as the most successful endurance GT racer and – with the recent announcement of Aston Martin's quest for outright victory in the Le Mans 24 Hours race with the Valkyrie AMR in 2025 – a front-line challenger in the World Endurance Championship.

Aston Martin Chief Executive Officer, Amedeo Felisa, said: "As we enter a period of pivotal change in the world of high-performance cars it is essential to remain true to those qualities upon which a legendary marque has been built. Any car bearing the Vantage name has much to live-up to, which is why this newest model makes an unwavering commitment to high-performance in its purest and most explicit form. Class-leading power and speed establish its credentials, but it is through expert application of the latest technologies to the Vantage's perfectly balanced front-engine rear-drive chassis that we have created a sports car with addictive capability. Together with assertive styling, all-new interior and state-of-the-art infotainment, Vantage is world-class in every respect".

### **Performance – huge gains in engine output deliver next-level potency**

Powered by a heavily reworked, hand-built 4.0 Twin-Turbo V8 engine the new Vantage is the fastest in the nameplate's history. With peaks of 665PS and a colossal 800Nm of torque it also makes the biggest-ever jump in power and torque compared to the model it succeeds, those increases of 155PS and 115Nm equating to gains of 30% and 15% respectively.

These higher outputs have been achieved through extensive tuning by Aston Martin

engineers, the adoption of modified cam profiles, optimised compression ratios, larger turbos, and increased cooling yielding the impressive new figures and creating an engine with a sharper, more visceral and more vocal character.

Mated to an 8-speed ZF automatic transmission this is enough to propel the two-seater sports car to a top speed of 202mph and punch it from a standstill to 60mph in just 3.4sec. Both the shortened Final Drive Ratio (3.083:1) and transmission shift calibration have been honed to maximise response and enjoyment, the former delivering punchier in-gear acceleration, while the latter reduces shift speeds and offers different shift characteristics to suit each of the Vantage's dynamic modes.

Standing start acceleration has been perfected with the introduction of a new Launch Control system. Fully integrated with the powertrain, transmission and Electronic Stability Programme (ESP), when engaged by the driver, Launch Control allows the car to deploy as much torque as conditions allow, using the E-Diff, ESP slip control and engine torque management to keep wheel slip in the optimal range throughout the launch. The driver can also dial-in the precise amount of slip they desire during the launch by making changes via the Adjustable Traction Control (ATC) system – reducing or increasing the amount of controlled wheelspin permitted by the Launch Control System or allowing themselves full throttle control by setting the ATC to Traction Control (TC) Off.

Liberating additional engine performance has increased thermal load, which has required a complete redesign of the engine cooling system. To ensure stable intake air temperatures are achieved in all conditions, an additional low temperature radiator has been fitted to the charge cooler water circuit, with a further two auxiliary coolers added to the existing central main radiator to further increase thermal capacity.

The oil system has also benefitted from extensive upgrades, with the auxiliary outboard engine oil cooler now boasting twice the face area of its predecessor. Thermal airflow has also been boosted with a 50% increase in the volume of cold air reaching the radiators.

**Handling & dynamics Part 1: – Highly evolved bonded aluminium structure, perfect 50:50 weight distribution and state-of-the-art suspension provide the foundation for a definitive driving experience**

Highly evolved aluminium structure, perfect 50:50 weight distribution and state-of-the-art suspension provide the foundation for a definitive driving experience. Built around Aston Martin's latest generation bonded aluminium construction, Vantage features an enhanced body structure to deliver more focused and engaging dynamics thanks to additional underbody stiffening components for increased overall torsional rigidity.

Amongst these changes are a re-engineered and re-positioned front body cross member, which has been moved rearwards to increase mounting point stiffness for the double-wishbone front suspension for improved on and off-centre steering feel. Further improvements have been achieved with the fitment of a stiffer-yet-lighter front engine cross brace for increased torsional rigidity and lateral stiffness between the front suspension towers.

At the rear, Vantage benefits from a 29% increase in stiffness under cornering load due to increased lateral strengthening between the rear suspension towers. Together with revisions to front and rear undertrays for greater lateral stiffness, the combined improvements in front and rear mounting stiffness for the dampers mean tangible gains in precision, handling balance and driver feedback, together with an overall uplift in refinement.

This feeling of immediacy, control and connection is further boosted by new intelligent adaptive dampers. With a 500% increase in bandwidth of force distribution over previous generation hardware these state-of-the-art dampers have an immense range of control and speed of response, which has allowed Aston Martin's vehicle attributes engineers to sharpen the Vantage's dynamics to their keenest possible edge.

Precise calibration of the dampers has given the Vantage an inherently sporting feel while leaving room to introduce progressive tighter body control as the driver explores the range of dynamic modes. Combined with the E-Diff and Electronic Stability Program (ESP) Vantage has the capability to adapt from the demands of a challenging alpine road to wide-open race track at the push of a button and twist of a switch.

Obsessive attention has been paid to the Vantage's Electronic Power Assisted Steering system (EPAS). The fitment of a non-isolated steering column means steering inputs from the driver are direct and uncorrupted, while the flow of information from the road is granular in detail and pleasingly tactile.

The EPAS has a constant 12.8:1 ratio rack with variable, speed sensitive assistance and 2.27 turns lock-to-lock. This variable level of assistance is integrated with the Vantage's dynamic mode programmes, the level of assistance reducing incrementally as the driver works their way towards the most aggressive mode (Track).

Steering response and front-end grip has been further enhanced by 'AML' coded Michelin Pilot Sport S 5 tyres made specifically for the Vantage. Measuring 275/35 R21 (103Y) front and 325/30 R21 (108Y) rear they feature a bespoke compound and have been tuned by the Aston Martin dynamics team to suit the super-sharp response, high grip levels and progressive breakaway characteristics expected from the most driver-focussed model in the Aston Martin range.

Vantage features 21" forged alloy wheels as standard. Measuring 9.5J front and 11.5J rear the structure of these lightweight wheels has been designed using simulation tools to remove every gram of excess mass without compromising strength or aesthetics. There is a choice of three different designs – standard Five-Spoke and optional Multi-Spoke and Y-Spoke – in a range of colours and finishes, including Satin Bronze, first introduced on DB12.

Vantage is fitted as standard with cast-iron 400mm front discs and 360mm rear discs with drilled faces for improved heat management and fade resistance. The brake booster has also been re-tuned compared to the outgoing model to give the driver greater confidence thanks to a firm pedal, with a perfect blend of immediate stopping power and progressive response.

Carbon Ceramic Brakes (CCB) can be specified on Vantage as an option. Offering increased braking performance and reduced brake fade at temperatures of up to 800 °C, fitting CCB also saves 27kg in unsprung mass compared to the cast-iron braking system, which in turn improves ride quality and steering response.

### **Handling & dynamics Part 2: State-of-the-art Active Vehicle Dynamics control system for exceptional control and unmistakable character**

As befits its role as the most sporting model in the range, Aston Martin engineers have maximized the benefits of the Vantage's outstanding chassis architecture with the very latest electronic systems to maximise performance and create an unmistakable dynamic character. Focused on achieving increased agility and sharper steering response while bringing more precision, consistency and more detailed feedback for greater confidence and connection, the result is a car that welcomes real drivers in and invites them to explore the limits. It will reward skilled driving but doesn't depend upon it to deliver a thrilling experience.

Key to the Vantage's intensified handling character is an advanced vehicle dynamics control system, . This takes information from multiple car and driver sensors such as the 6-axis accelerometer, powertrain, braking system and E-Diff sensors to build a detailed picture of exactly what the car is doing and apply it to overall management of the ESP system. Taking that information and comparing it against model-based Integrated Vehicle Dynamics Estimation (IVE) parameters, the ESP can then actively control the three key pillars of the vehicle dynamics system (ride, handling and steering) to optimise vehicle response and handling behaviour in all weathers, on road and track.

This new generation system employs a state-of-the-art 6D-IMU, or Inertial Measurement Unit, which combines monitoring of Surge (moving forward/backward), Heave (moving up/down) and Sway (moving left/right) with Roll (tilting side-to-side), Pitch (tilting

forward/backwards) and Yaw (turning left/right). By simultaneously tracking the car's movements and rate of acceleration in all six axes the degree and rate of ESP intervention is always perfectly judged.

Power is fed through a ZF 8-speed automatic transmission and Electronic Rear Differential (E-Diff). Unlike a conventional Limited Slip Differential, it actively augments stability in conjunction with the ESP, allowing precise and immediate control for optimized traction, consistent handling and enhanced agility. The E-Diff can go from zero to full lock in 135ms and can react as quickly as 60ms when needed as a vehicle dynamics modifier.

Integrated Brake Slip Control (IBC) uses the latest generation ABS control system to not only optimize stopping distances but apply Brake Slip Vectoring to get the car poised for corner entry. Integrated Traction Control (ITC) combines management of engine, brake and E-Diff to provide predictive slip control for optimum traction together with Traction Slip Vectoring for the perfect amount of traction on corner exit. Finally, Integrated Vehicle Dynamics Control (IVC) acts on the brakes, powertrain and E-Diff to manage the ESP to optimize balance and handling at the limits of driving dynamics, improve dynamic characteristics for all driving styles and provide predictive activation for smoother ESP interventions.

Working in harmony with the latest generation ESP the E-Diff adapts its behaviour according to the type of corner, helping the Vantage rotate into tighter turns to exploit its super-sharp front-end response, but remain composed and confidence inspiring through high-speed curves when stability is paramount.

Although there is an obvious safety function, the new ESP is tuned to serve as a performance aid, not a performance limiter. A perfect example of this – and something new for the Vantage – is Adjustable Traction Control (ATC). In addition to a choice of Wet, On and Track ESP modes, ATC disables the ESP's yaw control function, so there is no off-throttle assistance, but a level of traction control is maintained – the precise amount being selected by the driver via ATC's rotary switch.

Once accessed, ATC starts in mid-position 5 as a default but the driver can incrementally reduce or increase the amount of permitted wheel slip. Stepping down from 4 to 1 helps to keep the car more stable on-throttle. Typical use scenarios would be to help manage hot tyres on a track or in more difficult track conditions (i.e. wet), but it is equally effectively in helping the driver to build confidence with ESP Off before moving to the higher slip settings accessed in positions 5-8.

When position 5 is selected engine torque is modulated to control slip at a level to allow a fast clean lap to be driven. Oversteer can be achieved and driver should react accordingly.

Levels 6-8 allow the driver to increase the wheel slip with the yaw control off and therefore reducing on-throttle stability. The modes enable a driver to develop their skills to gradually learn the vehicle behaviour in high slip angles before switching to TC Off, which allows the driver complete freedom to control the car with their throttle and steering inputs alone.

Roberto Fedeli, Aston Martin Chief Technical Officer, said “The art of creating a truly great sports car in 2024 is applying cutting-edge technology in a way that enhances and intensifies the driving experience yet does nothing to remove the driver from the process of driving. Vantage will make headlines for the huge increases in power and torque over the outgoing model, but it’s the vivid way in which it deploys such immense performance that will seduce enthusiasts and purists. With a perfectly balanced front-engined rear-wheel drive chassis aided by industry-leading Active Vehicle Dynamics, it combines outright capability with progression and exploitability. Matched by muscular styling and completed by an all-new ultra-luxury interior packed with the latest connected technology and infotainment, it is the perfect contemporary interpretation of a time-honoured legend”.

### **Exterior styling– A muscular physique and unmistakable presence**

From the first glimpse you know the new generation Vantage is a game-changer. A body standing 30mm wider with a more muscular stance is accentuated by a completely redesigned front-end featuring a 38% larger recontoured veined grille aperture, offering 29% increase in mass airflow for additional cooling. Further cooling intakes set into the bumper either side of the grille sharpen the front-end’s features, while the new integrated splitter, with a wider and lower stance, adds drama as well as aerodynamic function, providing high speed stability through lift reduction. This distinctive front-end treatment is completed by all-new Matrix LED headlamp design with integrated DRLs, featuring Aston Martin’s new light signature.

Elsewhere the new Vantage sees a return of the iconic Aston Martin side strake, which now forms the sharp focal point of revised vents in each flank. Standard-fit 21in forged alloy wheels fill the wider wheel arches to perfection, creating a purposeful stance that exudes power and poise in equal measure. Frameless door mirrors and presenting door handles are also new to Vantage, while a wider rear bumper incorporating side vents and larger diameter quad exhaust tailpipes ensure the Vantage looks as dramatic from the rear as it does from the front.

Vantage owners can enhance the sporting character of Vantage even further, by selecting one of three core livery designs. Available in 21 colors, a client can choose to add a Pinstripe, Pinstripe and Lipstick or Pinstripe, Lipstick and Rear infill.

Marek Reichman, Aston Martin Chief Creative Officer, adds: “Aston Martin is blessed with many evocative model names, but none conjure excitement and dynamism like Vantage. To capture the new car’s huge uplift in power and performance we have accentuated its physique, increasing its muscularity and sharpening its sculptural form. We took some inspiration from the One-77 supercar, but we wanted Vantage to express its intent and potency more explicitly. One look and you know it packs a real punch, but there’s an elegance of form and proportion that hints at the sophistication that underpins its raw power. This balance of instant visual impact and slow-burn charisma mirrors the driving experience and perfectly captures the essence of Vantage”.

Like all Aston Martin models, Vantage customers can explore endless bespoke and customisation possibilities via the Q by Aston Martin personalisation service. Enlisting the skills of Q’s designers and crafts people, customers take an unforgettable personal commissioning journey that can encompass everything from a single small distinguishing detail to full-scale engineering and production of entirely bespoke components to create a true one-off.

### **Interior craft & technology – sporting ambience, supreme luxury**

Vantage is a hardcore sports car at heart, but this doesn’t mean it makes sacrifices when it comes to design, comfort or equipment levels. The new generation Vantage makes a breathtaking statement with an all-new ultra-luxury interior defined by flawless architectural lines, swathed in the finest materials and packed with state-of-the-art connected technology and a stunning surround sound system developed by audio partner, Bowers & Wilkins.

Clean, unbroken lines create a striking yet elegant environment inside the Vantage cockpit, delivering a sense of space and clarity for the driver. From the slender air vents and perfectly integrated infotainment screen to the clearly defined array of physical switches on the lower section of the centre console, the new Vantage interior is a triumph of functional beauty and tactile quality.

Supple, aromatic hand-stitched Bridge of Weir hides create a cossetting, comfortable space, but the driving position, super-supportive sports seats and driver-focused ergonomics add an effortless functionality that underpins the opulence and adds to the enjoyment of every journey.

Vantage is fitted as standard with the Aston Martin 390w 11 speaker audio system. Developed utilising advanced hardware, this system features a Surround sound mode with QuantumLogic® surround sound processing for an immersive soundscape.



However, true audiophiles will delight in the optional system developed with Aston Martin's audio partner, Bowers & Wilkins. Acoustically engineered to the Vantage's interior volume and shape, this exceptional system uses technologies and innovations found in Bowers & Wilkins' acclaimed world-class loudspeakers.

Aluminium Double Dome tweeters and Continuum® midrange speakers give this 15-speaker, double amplified 1,170W surround sound system a balanced and accurate sound. Dedicated 3D headline speakers and a powerful subwoofer deliver a sound experience as dynamic and potent as the Vantage itself.

Vantage is the second model to feature Aston Martin's next-generation infotainment. Created in-house and first introduced in DB12, it is entirely bespoke and developed in-house from scratch. Supplemented by a new Aston Martin customer connectivity app which supports iOS and Android devices, it allows interaction, control and feedback to and from the customer's Vantage via their personal device.

A fully integrated multi-screen system with full online connectivity, it features 10.25" Pure Black touchscreen technology with full capacitive single and multi-finger gesture control. Touchscreen commands are balanced with the positive tactility of physical switches, with buttons retained for the key mechanical operations of gear selection, drive selection, heating and ventilation. There are also override switches for Chassis, ESP and Exhaust, Lane Assist and Park Distance Control, ensuring the most used controls can be operated intuitively and without the need to take your eyes off the road.

The Vantage navigation system features online connectivity for a smarter, quicker and more informative experience. Online connection enables the driver to simply look up their favourite restaurant, read the reviews and chose it as a destination. Or, if more convenient, choose a destination in the Aston Martin app and simply send it to their Vantage ahead of travel.

The new 3D mapping gives intuitive, clear instruction with lane guidance and real time traffic overlays. Connected dynamic routing ensures unnecessary delays. Satellite view dynamically downloaded to visualise the surrounding area as you drive.

For pinpoint accuracy anywhere in the world, Vantage's navigation system and the new Aston Martin connected app are both set up to feature fully integrated WHAT3WORDS destination input. Wireless Apple CarPlay will also be supported by Vantage for drivers who prefer to use navigation apps via their mobile device.

The Vantage's infotainment system is built around online connectivity and an all-new companion Aston Martin app; functionality that enables Vantage owners to communicate, interact and engage with their car.

Online connectivity will assist the ownership experience through increased ease of use, peace of mind and opportunity to update and upgrade vehicle features from the comfort and safety of their mobile phone. An ever-expanding system, Aston Martin Connected Car will continue to evolve as Products, Services and support for vehicles evolves.

This all-new connected car ecosystem utilises three key elements – the Vantage, the Aston Martin app and Aston Martin's secure data servers. These three elements connect through globally roaming 4G LTE / GSM cellular networks via the embedded e-SIM in Vantage, which is provided and funded by Aston Martin. The Aston Martin app is hosted by an onboard personal device and associated data contract. Personal data is protected by the latest industry standards of cyber security and cloud protection.

When purchasing their new Vantage, owners are invited to enroll in the new Aston Martin app and create their own unique AML ID. Available on iOS and Android, the app offers a range of connected car subscription packages that are free for the first 3-years and designed to maximise the Aston Martin ownership experience.

Personalised content specific to their vehicle is presented in clear and intuitive screens that seamlessly match the new UI/UX of the infotainment system. From the app, customers can monitor, locate and protect their vehicle and they can also manage their account details and share in the community of Aston Martin owners through integrated media feeds.

Production of the Vantage is due to commence in Q1 of 2024, with first deliveries scheduled to begin during Q2 2024. The second of Aston Martin's Next Generation of sportscars, new Vantage sets a new benchmark of driving purity, for drivers who relish in a challenge a fast sports car represents. Aston Martin Vantage, Engineered for Real Drivers.

- ENDS –

#### **About Aston Martin Lagonda:**

Aston Martin's vision is to be the world's most desirable, ultra-luxury British brand, creating the most exquisitely addictive performance cars.

Founded in 1913 by Lionel Martin and Robert Bamford, Aston Martin is acknowledged as an iconic global brand synonymous with style, luxury, performance, and exclusivity. Aston Martin fuses the latest technology, time honoured craftsmanship and beautiful styling to produce a range of critically acclaimed luxury models including the Vantage, DB12, DBS, DBX and its first hypercar, the Aston Martin Valkyrie. Aligned with its *Racing. Green.* sustainability strategy, Aston Martin is also developing alternatives to the internal combustion engine, with an ambition to create the world's most thrilling and highly desirable electric performance cars, the first of which is targeted for launch in 2025.

Based in Gaydon, England, Aston Martin Lagonda designs, creates, and exports cars which are sold in 56 countries around the world. Its sports cars are manufactured in Gaydon with its luxury DBX SUV range proudly manufactured in St Athan, Wales. The company is on track to deliver net-zero manufacturing facilities by 2030.

Lagonda was founded in 1899 and came together with Aston Martin in 1947 when both were purchased by the late Sir David Brown, and the company is now listed on the London Stock Exchange as Aston Martin Lagonda Global Holdings plc.

2020 saw Lawrence Stroll become the company's Executive Chairman, alongside significant new investment.

This coincided with Aston Martin's return to the pinnacle of motorsport with the Aston Martin Aramco Formula One® Team and commenced a new era for the iconic British marque.



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## NEW VANTAGE TECHNICAL SPECIFICATION

### Body

Two Door Body Style with 2+0 Seating  
Extruded Bonded Aluminium Body Structure with Composite Panels

### Engine

4.0-litre V8 Twin Turbo  
Water-to-air-charge cooling  
Front mid mounted engine, rear wheel drive

Maximum power: 665PS / 656bhp / 489kw @ 6,000rpm  
Maximum torque: 800Nm / 590 lb-ft @ 2,750 – 6,000rpm  
Top speed: 202mph / 325km/h  
0-60mph: 3.4s  
0-62mph / 0-100km/h: 3.5s

Compression ratio: 8.6  
Dual Variable Camshaft Timing  
Fully CNC machined combustion chambers

### Transmission

Rear mounted eight-speed automatic transmission  
Torque converter  
Electronic rear limited slip differential  
Carbon fibre prop shaft

### Gear ratios

1 <sup>st</sup> Gear 4.714 Ratio:	2 <sup>nd</sup> Gear 3.143 Ratio:	3 <sup>rd</sup> Gear 2.106 Ratio:
4 <sup>th</sup> Gear 1.667 Ratio:	5 <sup>th</sup> Gear Ratio: 1.285	6 <sup>th</sup> Gear 1 Ratio:
7 <sup>th</sup> Gear 0.839 Ratio:	8 <sup>th</sup> Gear Ratio: 0.667	Final 3.083 Drive:

### Steering

Variable Electrical Power Assistance  
Steering ratio: 12.8.1  
Turns lock to lock: 2.27

### Suspension

Front - Independent Double Wishbone, Coil Springs & Anti-Roll Bar  
Rear - Multi-link Suspension, with Coil Springs & Anti-Roll Bar  
Adaptive Damping System (ADS) with Skyhook Technology & Intelligent Adaptive Dampers

### Drive Modes

Five selectable drive modes: Wet, Sport, Sports Plus, Track and Individual  
(Tailoring Drivetrain, Steering and Chassis calibrations)

### Advanced Driver Assistance Systems (ADAS)

Forward Collision Warning  
Autonomous Emergency Braking  
Adaptive Cruise control with Stop & Go function  
Lane Departure Warning  
Lane Keep Assist  
Auto High Beam  
Matrix Headlamps  
Traffic Sign Recognition  
Blind Spot Monitoring  
Door Open Assist  
Rear Cross Traffic Assist  
Driver Drowsiness Detection (Coffee Cup)

360° 3D Surround Camera view

## Wheels and Tyres

21" Wheels

Michelin Pilot Sport S 5 AML (Bespoke Summer Tyre for Vantage)

Michelin Pilot Alpin 5 AML (Bespoke Winter Tyre for Aston MARTin)

Front: 275/35/ZR21

Rear: 325/30/ZR21

## Brakes & Chassis Systems

Steel Brake System

- Front: 400mm x 36mm 6-piston Caliper
- Rear: 360mm x 36mm with a 4-piston Caliper

Carbon Ceramic Brake System

- Front: 410mm x 38mm Carbon Ceramic Disc
- Rear: 360mm x 38mm Carbon Ceramic Disc

Electric Park Brake

Dynamic Stability Control (DSC)

Anti-lock braking system (ABS)

Electronic Brake Distribution (EBD)

Emergency Brake Assist (EBA)

Traction Control (TC)

Hydraulic Brake Assist (HBA)

Positive Torque Control (PTC)

Dynamic Torque Vectoring (DTV)

## Dimensions

Height: 1,275 mm

Width (including mirrors): 2,124 mm

Width (mirrors folded): 2,045 mm

Length: 4,495 mm

Wheelbase: 2,705 mm

Ground Clearance: 94 mm

Front Overhang: 925 mm

Rear Overhang: 865 mm

Approach Angle: 10.1 °

Approach Angle: (with lower body packs): 10 °

Departure Angle: 14.6 °

Boot Volume: 346 litres (load divider and parcel shelf removed)

Boot Volume: 235 litres (load divider and parcel shelf in place)

Fuel Tank: 78 litres

Weight : 1605kg \*Lightweight dry

Weight Distribution (Front:Rear): 50 : 50

Turning Circle: 12 m

## Fuel Economy & Emissions (EU WLTP)

Low speed	22.3 l/100km (12.7 mpg)
Medium speed	11.8 l/100km (23.9 mpg)
High speed	9.8 l/100km (28.8 mpg)
Extra high speed	10.4 l/100km (27.2 mpg)
Combined	12.1 l/100km (23.3 mpg)
CO2 combined	274 g/km

## DESIGN

### Standard Specification (Exterior)

Paint - Solid

Lower Body Package – Graphite

Upper Body Package – Body Colour  
21" Five Spoke Wheel - Satin Silver  
Grille – Satin Chrome Vaned  
Brake Calipers – Dark Grey Anodised  
Brake Discs – Steel Brake System  
Tail Lights - Red  
Roof Panel - Body Coloured  
Badging – Enamel Wings Badge with Green Infill  
Privacy Glass – Clear  
Door Handles – Non Presenting

### **Standard Specification (Interior)**

Interior Trim – Create – Haircell Leather  
Seating – Sports Plus Seat (Heated 8-way adjustable)  
Trim Split – Monotone  
Stitch – Matched  
Headlining – Black Micromesh  
Carpet – Black 600GSM  
IP Trim inlay – Alcantara Upper and Lower  
Centre Trim Inlay – Gloss Black  
Interior Jewellery – Satin Chrome  
Steering Wheel - Sports - Colour Keyed Leather  
Seatbelt - Black  
Audio – Aston Martin Audio

### **Optional Features (Exterior)**

#### Paint

- Metallic
- Signature metallic
- Racing Line
- Q – Satin
- Q – Special
- Q – Heritage

#### Liveries

- Pinstripe
- Pinstripe and Lipstick
- Pinstripe, Lipstick and Rear infill

#### Lower Body Package

- Gloss Black
- Gloss 2x2 Twill Carbon Fibre

#### Upper Body Package

- Gloss Black
- Gloss 2x2 Twill Carbon Fibre

#### Glazing<sup>1</sup>

- Privacy Glass

#### Brakes

- Carbon Ceramic Braking System (CCB)

#### Brake Calipers – Painted:

- Black<sup>2</sup>
- Red
- Silver
- Yellow
- Bronze
- New Aston Martin Racing Green

#### Roof Panel

- Gloss Black Painted
- Gloss 2x2 Twill Carbon Fibre

#### Tail Lights

- Smoked

#### 21" Wheels

- Five Spoke Wheel – Satin Platinum
- Five Spoke Wheel – Satin Black
- Five Spoke Wheel – Satin Black Diamond Turned
- Multi Spoke Wheel – Satin Platinum
- Multi Spoke Wheel – Satin Black
- Y Spoke Wheel – Satin Bronze
- Y Spoke Wheel – Satin Black
- Y Spoke Wheel – Satin Black Diamond Turned

#### Badging

- Black Chrome Wings Badges

### Optional Features (Interior)

#### Seating

- Carbon Fibre Performance Seat

#### Interior Trim

- Accelerate – Haircell Leather & Alcantara
- Inspire – Semi Aniline Leather

#### Trim Split

- Montone - Sport
- Duotone

#### Seat Technology

- Seat Ventilation<sup>3</sup>
- 16- way Seat Adjustment<sup>3</sup>

#### Headlining

- Coloured Alcantara

#### Carpet

- Coloured Carpet 720GSM

#### Trim Inlay

- Satin 2x2 Twill Carbon Fibre
- Tinted Lime 2x2 Twill Carbon Fibre
- Tinted F1 Green 2x2 Twill Carbon Fibre
- Tinted Orange 2x2 Twill Carbon Fibre
- Tinted Blue 2x2 Twill Carbon Fibre

#### Jewellery

- Dark Satin Chrome

#### Steering Wheel

- Heated and Colour Keyed Sports Wheel

#### Seatbelts

- Core Palette

#### Audio

- Bowers & Wilkins Audio

## Personalisation

- Heavy pile floor mats
- Garage Door Opener

1 Not available in all markets

2 Standard with Carbon Ceramic Brakes

3 Sport & Sport Plus Seats only