



# Aston Martin DBX

The most important Aston in a generation undergoes the industry's toughest test

MODEL TESTED **ASTON MARTIN DBX**

Price £158,000 • Power 542bhp • Torque 516lb ft • 0-60mph 4.6sec • 30-70mph in fourth 7.0sec • Fuel economy 17.0mpg • CO<sub>2</sub> emissions 323g/km • 70-0mph 42.1m

PHOTOGRAPHY: LUC LACEY

**I**t was, for years, the prophecy that every lover of extravagant supercars, epic limousines, sleek GTs and exciting sport cars dreaded. But just as the introduction of an SUV worked like a charm for Porsche, so it is currently working out very nicely indeed for Bentley, Lamborghini and Rolls-Royce. Having for so long been anathema to so many, the super-luxury, conspicuously consuming 4x4 has turned saviour of a sort.

Aston Martin has just become the latest of the 'big fish' luxury car brands to launch such an ostentatious SUV. It has done so with a view to stabilising its business, to opening up parts of the global car market that have hitherto been closed to it and to providing the revenue base on which its wider strategic ambitions can be built. Gaydon's five-metre-long, five-seater cash cow – the all-new DBX – has landed.

And what a profitable introduction it could – indeed, should – prove to be. The Cullinan has become the fastest-selling new Rolls-Royce the company has yet known. The Bentayga outsold Bentley's next most popular model by a factor of at least two to one for the first three years of its life, and the Urus is enjoying even greater domination by volume of its Lamborghini showroom siblings.

With even the mighty Ferrari gearing up to enter the super-SUV segment in 2022, Aston Martin clearly won't be the last to this giant-sized feast. Moreover, if the appearance of its own take on high-riding motoring for the wealthy elite is anything to go by, it hasn't been prevented by either convention or technology from taking its own unique slant on providing what this rarefied stratum of the utility car market may currently be missing.

Stand by to find out exactly how unique and different the DBX really is, and whether such a vehicle can still feel like a proper, familiar Aston Martin to drive.

## DESIGN AND ENGINEERING



Aston Martin's current management admits that it has not once, in more than a century of car making, even tried to produce a car with such a broadly defined mission statement as the DBX. Doing that while simultaneously building a new factory for the new model to be made in – and all during one of the FTSE's most disastrous company flotations in recent years – was clearly also a very tough test. And yet Aston Martin has succeeded. There's also a new boss and a new majority shareholder and chairman – and, more importantly, the DBX is now three months into production in St Athan, Wales.

The DBX is in some ways like the firm's range of sports cars and grand touring coupés. Like them, it's built on an all-aluminium platform which is also all-new, made from a mix of extrusions and castings

## Range at a glance

ENGINES	POWER	FROM
DBX	542bhp	£158,000

## TRANSMISSIONS

9-spd automatic ■

The DBX is currently a stand-alone model. The Mercedes-AMG V8 represents the sole engine offering, although there's every chance that Aston Martin will introduce a V12, along with a more affordable plug-in hybrid, at some point down the line. A big part of the DBX's future sales success will no doubt hinge on whether or not the latter materialises.

bonded together, which in turn makes the car both rigid and light compared with its rivals. That would clearly be the right way to start for the most dynamic-handling car in its segment but, compared with some of its competitors at least, it may be a questionable claim. Aston claims a kerb weight of 2245kg, but we weighed the car at 2328kg. That figure, although less than the 12-cylinder Bentley Bentayga we tested in 2016, was just over 130kg heavier than the Lamborghini Urus we tested last year.

Aside from being Aston Martin's first SUV, this is also the company's first car with air suspension (a three-chamber set-up, height adjustable by up to 95mm) and also with 48V electric system-powered active anti-roll bars. Additionally, the DBX uses double-wishbone front suspension and a multi-link rear axle.

The car's powertrain consists of a modified version of the Mercedes-AMG-sourced 4.0-litre turbocharged V8 (with revised turbocharging and cooling systems and a lower compression ratio), which produces a peak 542bhp. This isn't the kind of figure that will lure people out of quicker rivals on its own, but with engine capacity-based tax rules set as they are in important markets such as China, you can see why Gaydon might start with a V8 version of this car, then perhaps aim for a plug-in hybrid next and save any fire-breathing V12 for later down the line.

The DBX is also notable for shunning the ZF eight-speed gearbox that other Astons have in favour of Mercedes' nine-speed torque converter. It's this transmission's upper torque limit that is rumoured to be the reason why the V8's peak →



DBX's gestation has at times defied odds



● Trapezoidal daytime-running lights make the car particularly recognisable on the road. They also frame an intake that feeds cooling air towards the front brakes and then down the car's bodysides.



● There's no rear wiper but Aston Martin says the car's aerodynamics automatically keep the window clear of water and muck. We drove the car in heavy rain and found there was reasonable truth to that claim.



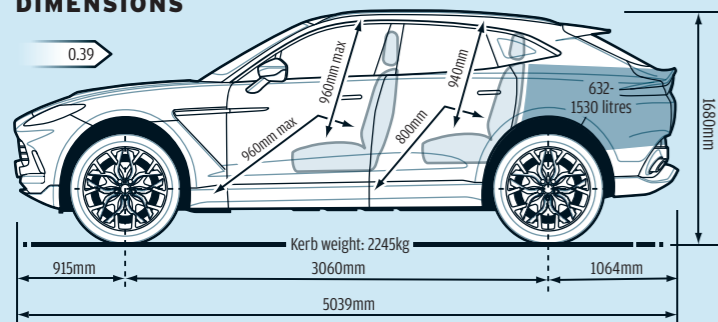
● There are six alloy wheel designs to choose from, all 22in in diameter. Excluding colour and finish, though, there are actually only two rim designs. This is the 'Ribbon' wheel; alternative 'Sport' style is less fussy.



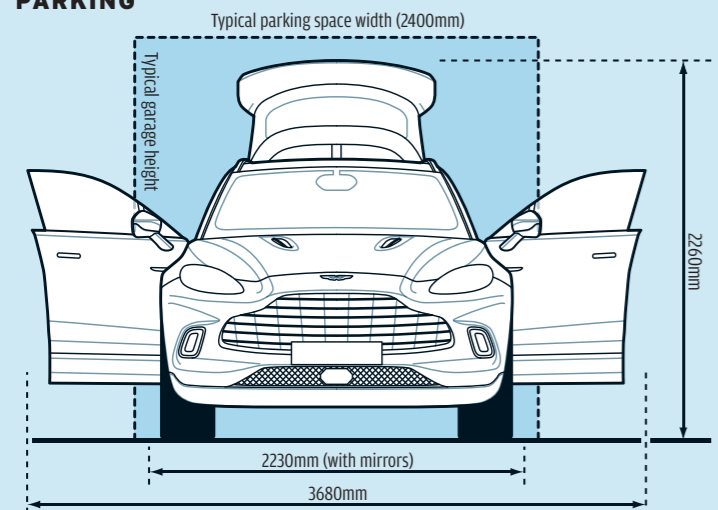
● Ducktail spoiler is a reference to the one found on the Vantage sports car. An ambitious addition to an SUV's profile, but on what is already an unconventional design it doesn't grate as much as it otherwise might.

## Weights and measures

### DIMENSIONS

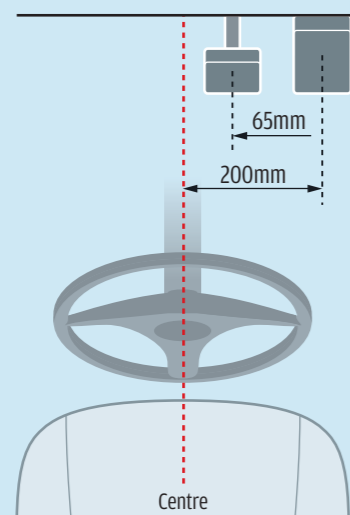


### PARKING



### WHEEL AND PEDAL ALIGNMENT

Steering wheel sits directly in front of your chest, and you drive with elbows tucked in close to your sides. There's good adjustment in the steering column and pedals are comfortably spaced.



### HEADLIGHTS

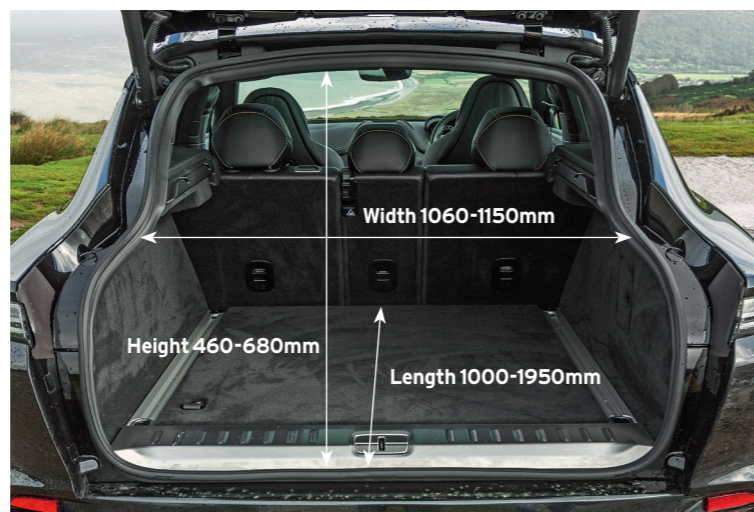
Bi-LED headlights are standard. These certainly provide strong beam spread and depth on dipped beam, although full-beam capability went untested.



● Sports seats are derived from those in the DB11 but with a new armrest. Test car's chairs added £5180 worth of optional quilting, embroidering and brogueing work.



● All seats are heated as standard, front and back. Measured typical rear leg room figure of 800mm is 40mm more than in the Urus, and there's more head room.



● The DBX's powered tailgate is opened and closed at the push of a button. Luggage capacity comes in at 632 litres, with an additional 62 litres of underfloor storage.



● The DBX's metallic paddle shifters are wonderfully tactile. They're cool to the touch and initiate manual gearshifts with a satisfying click.



● There's a recess at the top of the centre console that can house the DBX's rectangular key. We just wish it had been designed to fit the key a bit more snugly.



● Aston continues its long-held tradition of individual drive selector buttons. They look great and remove the need for a flimsy column stalk shifter.



← torque output has been pegged at 516lb ft. The gearbox does allow for a maximum towing capacity of 2700kg, though, as well as low-speed torque multiplication – and downstream of it the car has an active centre differential capable of sending almost 100% of drive to the rear axle, and a torque-biasing, electronically locking 'e-LSD' rear differential.

### INTERIOR

★★★★★  
An SUV the DBX may be, but this is a car you address and enter in a manner that's quite atypical of the breed. The slightly fiddly pop-out door handle is a clue that you're climbing aboard a car whose ornate form has been considered to be at

least as important as its function, as are its frameless doors and low-cut A-pillar and roofline.

Look down as you swing open the door and you'll see a cabin floor that is perfectly flat all the way to where you expect to find a raised sill but won't; you'll also notice that the outer surface below is completely covered by the lower lip of the door. Stepping up and in is therefore really easy, and your clothes are kept free of any muck and grime as you do it.

The DBX's cabin is attractive and elaborately finished – although not all that roomy. The car has really quite lavish leather upholstery from ceiling to carpet, with brogue-style patterning on the seats and eye-catching raised and pinched details

on the fascia. Even the bottoms of the door cubbies are lined with hide.

Aston boasts that the car offers rear seat passengers as much space as those up front, and that the driving position was set to allow space for a fifth percentile woman, a 95th percentile man and anything in between. But our testers mostly agreed that the car's front seat cushions were higher-set than perhaps they ought to have been, and also that the header rail loomed a little too close to the eyeline for some. Outright head room in either row would likely be marginal for anyone taller than 6ft 4in.

The car's second row is fitted out for three passengers, although it would be something of a squeeze if

they were all adults. For four adults of average height in all, however, the DBX's cabin would be a very comfortable and accessible place in which to travel – a target the old four-door Rapide certainly missed. The boot is particularly long and wide, is functionally furnished with load-retention features and can be expanded for carrying capacity through rear seats that fold 40/20/40.

### PERFORMANCE

★★★★★  
The exceptional dynamic adaptability of some super-SUVs, aided as it is by state-of-the-art drivetrain, suspension and steering technologies, has proven to be more of a hindrance than a help when it →



### Multimedia system



There's no missing the fact that the DBX's infotainment system is built on old Mercedes architecture, even despite a graphical reskin that lends the software a distinctly Aston Martin theme. The 10.25in TFT screen's graphics are quite basic compared with the more overtly high-tech systems found in the likes of the Lamborghini Urus and Bentley Bentayga. It doesn't respond to touch but is instead controlled by a rotary dial on the centre console. For the most part this works quite intuitively and makes the process of navigating from one menu to the next a relatively straightforward procedure, although it's not ideal for interacting with smartphone-mirroring programmes such as Apple CarPlay – touchscreens are undoubtedly preferable here. Such outdated infotainment software does look and feel out of place in the cabin of a high-end performance SUV – particularly one that's as design-focused as the DBX.



comes to creating simple, lasting everyday driver appeal. Right from the off, however, the DBX clears its throat and starts projecting some charisma, which is a promising sign. Even if you leave the car in its default GT drive mode, its V8 engine starts woofling in its enticingly soulful way – and it can be made quite a lot louder if you really want it to be.

The DBX ambles around agreeably at low speeds. Although the transmission can begin to grab at ratios a little brusquely when you cycle into Sport and Sport+ drive modes, it's always smooth in GT. Here it hangs onto gears for just long enough that you can enjoy listening to the revs rise just above 3000rpm, at which point the active exhaust's baffles open a little, and drink in the richness of the experience.

Out of town, when exploring the farther reaches of the accelerator

pedal's travel, you'll find the gearbox can be a little slow, at times, to kick down; likewise, it isn't as quick-shifting as you might like it to be in its manual mode – although that's only a marginal failing.

More likely, if you've experienced the outright pace of a Bentley Bentayga Speed, Lamborghini Urus or perhaps a Porsche Cayenne Turbo S E-Hybrid, is that you might just ask, the first time you marry pedal with carpet: "Is that all?" The DBX's outright potency certainly isn't blockbusting: it needed 4.6sec to hit 60mph from rest and just over 13 seconds for a standing quarter, while the Urus was more than a second quicker in both respects. Aston clearly hasn't missed those markers by accident but by intention.

Perhaps reasonably so. The DBX feels more than quick enough in isolation, with good response and

a surfeit of mid-range torque. It has strong brakes with progressive pedal feel, and can accrue and carry all the speed you're likely to want in a car this size. By eschewing anything that might feel excessive beyond that level, it may actually seem all the more likeable to some – us included.

#### HANDLING AND STABILITY

★★★★★

As we've hinted at already, the DBX isn't the kind of big luxury car that cossets and isolates at every opportunity. If it went straight after the likes of the Bentayga and Range Rover for outright refinement, it probably wouldn't sound, feel or drive in a way you'd recognise nearly so easily from a big Aston Martin.

The DBX is quite unusual among large, expensive SUVs because it deliberately keeps you in fairly close contact with the road surface

underneath you. The steering is weighty, connected and tactile in your palms, while the ride is a little noisier, more reactive and less filtering than the luxury SUV norm – but it remains supple and agreeable at its best. Like so many modern luxury cars, this is one you need to get to know to really enjoy. Finding the specific combination of steering, powertrain, suspension and exhaust settings to suit your particular taste is key; but once you have, the car's natural charm and swagger lifts it above the level of so many fast luxury 4x4s for outright driver appeal.

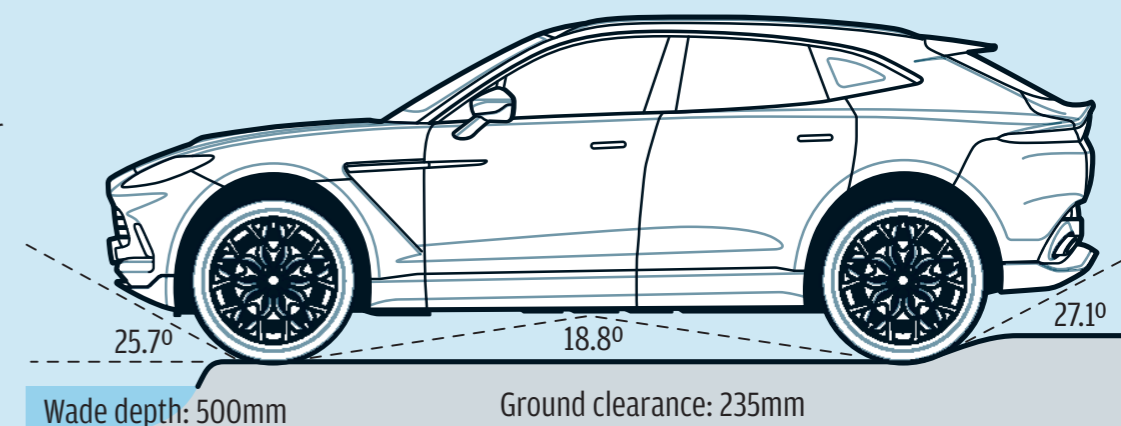
The DBX likes a smooth surface in Sport mode. Selecting this not only firms up the adaptive dampers but also drops its ride height and stiffens its active anti-roll bars. And as long as you're on an even, smooth surface, there's plenty of agility, a good level of body control and good

## Off-road notes

The DBX's height-adjustable air suspension gives it as much off-road ability as owners of a near-£200k exotic car are likely to want. The numbers (on right, and which apply to the car at its maximum ride height) are further proof that while Gaydon clearly wanted some dual-purpose versatility for the DBX, it didn't intend to make this a car with the last word in mud-plugging ability. These are the statistics of a semi-serious SUV rather than a proper off-roader.

Even so, the car is available with the choice of Pirelli all-season or full-on winter tyres, if you'd prefer either to the standard-fit performance P Zero road tyres. We tested it on mud and gravel with the all-season option, and it didn't struggle to climb slippery grades or handle fairly deep ruts.

The DBX also features a special breather pipe for its actively locking rear differential, specifically so it can be reversed into standing water when launching a boat from a trailer without issue.



outright balance to be enjoyed. The car probably doesn't quite grip and dive like the most aggressively tuned fast 4x4s of our current times, but it manages to feel incisive and very composed at big road speeds while communicating its limits well and retaining what you might refer to as natural and coherent-feeling, stability-centred 'big-car' handling.

On an average UK B-road, however, there's a shade too much head-toss and lateral fidget admitted into the car when it's configured for maximum dynamism. Most testers therefore preferred the DBX's slightly softer GT mode suspension.

#### COMFORT AND ISOLATION

★★★★★

Aston Martin has certainly been clever in the development and tuning of its inaugural SUV. Even in its softest suspension setting,

there's a distinct closeness about its vertical body control that's complemented by a silken pliancy over long-wave inputs, which lends the DBX a primary ride that's not only eminently comfortable over distance but also distinctly Aston in its athletic, GT-car sense of feel.

Impacts from ruts and bumps are authoritatively damped out when travelling at pace, but at lower speeds you do notice them. These impacts aren't alarmingly forceful or uncouth, but there's a notable amount of thumping and springing that can occasionally be heard as you roll over rough patches of road. The DBX's 22in wheels no doubt play a part here, but the volume of these impacts highlights just how tricky it can be to work with a material as light and potentially prone to noise resonance as aluminium. Aston certainly hasn't done a bad job, mind,

and for what it's worth not one of our testers considered the DBX's at times vocal ride to be a deal-breaker.

The seats look great but a few of our testers complained about a lack of lateral support and expressed a desire for a slightly longer base-cushion length. The integrated headrests add to their sporting appeal but do compromise adjustability a bit more than we'd otherwise like.

#### BUYING AND OWNING

★★★★★

While a list price of £158,000 will arguably be of little concern to anyone looking to add a DBX to what is quite likely a fairly extensive collection of cars, it nonetheless positions the Aston competitively. While the updated Bentley Bentayga V8 starts at £146,700, a Lamborghini Urus – arguably its chief rival at this more pointed end of the performance

SUV market – costs from £167,000.

The DBX's level of standard specification is suitably lavish. Extensive use of full-grain leather upholstery and Alcantara headlining provide the foundation of its rich material appeal, while conveniences such as a powered tailgate, heated seats and a 360deg camera system bolster its usability. Of course, there is massive scope for costly personalisation courtesy of Aston's Q division, while a range of option packs can quickly see the DBX's price rise by a considerable chunk.

Fuel consumption is as enthusiastic as you would expect from a 542bhp, 2.2-tonne SUV. We recorded a touring economy of 24.8mpg, which, combined with an 85-litre fuel tank, makes for a theoretical maximum range of 464 miles. Our overall test average was 17mpg. →

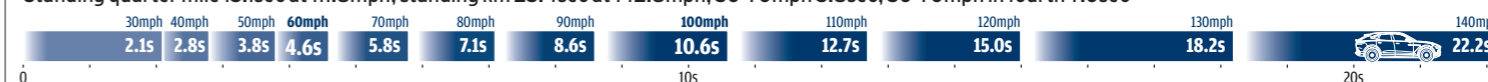


• The DBX is not only agile and composed at speed but also natural in its responses, although it feels a bit on the flighty side in its sportier drive modes on a bumpy B-road.

#### ACCELERATION

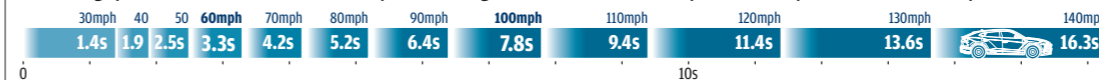
Aston Martin DBX (15deg C, dry)

Standing quarter mile 13.1sec at 111.8mph, standing km 23.4sec at 142.8mph, 30-70mph 3.8sec, 30-70mph in fourth 7.0sec



Lamborghini Urus (13deg C, dry)

Standing quarter mile 11.6sec at 120.8mph, standing km 21.2sec at 150.8mph, 30-70mph 2.8sec, 30-70mph in fourth 5.1sec



#### BRAKING 60-0mph: 2.65sec

Aston Martin DBX (15deg C, dry)



Lamborghini Urus (13deg C, dry)



Data log

**ASTON MARTIN DBX**

On-the-road price £158,000  
 Price as tested £183,260  
 Value after 3yrs/36k miles £87,875  
 Contract hire pcm na  
 Cost per mile na  
 Insurance 50/£1195

**TYPICAL PCP QUOTE**

Three years/36,000 miles £2249  
 With a 10% deposit, a quote from Magnitude Finance says you could put a DBX on your drive for £2249 per month on the above terms. The final optional payment would be £86,578.58, with representative APR of 6.9%.

**EQUIPMENT CHECKLIST**

Caithness interior leather upholstery ■  
 Heated seats front and rear ■  
 360deg camera system ■  
 Power tailgate ■  
 Automatic three-zone climate control ■  
 Bi-LED headlights ■  
 12.3in TFT instrument binnacle ■  
 10.25in infotainment system ■

**Gloss Black upper exterior body pack** £3995  
**22in Ribbon alloys, Satin Black DT** £2495  
**Seat quilting and perforation** £2495  
**Leather headlining** £1995  
**Extended wood veneer trim inlay** £1745  
**Onyx Black paint** £1695  
**Q Brogue seat detailing** £1495  
**Black brake calipers** £995  
**Satin Dark Chrome pack** £995  
**Gloss Black lower exterior body pack** £995  
**Towbar** £995  
**Contrast seat stitching** £695  
**Aston Martin tracking** £695  
**Smoked tail-lights** £595  
**Aston Martin wings seat embroidery** £495  
**Monotone heated steering wheel** £395

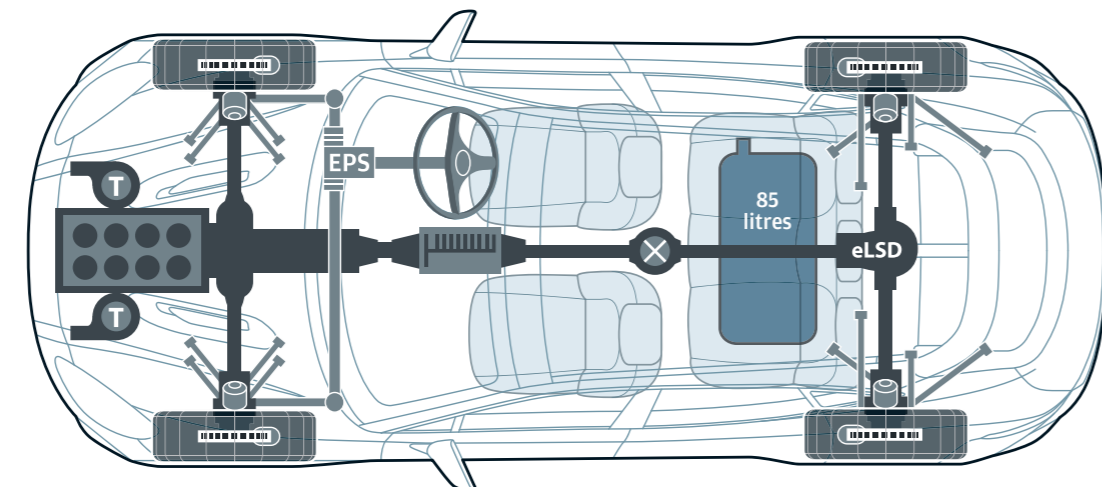
Options in bold fitted to test car  
 ■ = Standard na = not available

**CHASSIS & BODY**

Construction Aluminium monocoque  
 Weight/as tested 2245kg/2328kg  
 Drag coefficient 0.39  
 Wheels 10Jx22in (f), 11.5Jx22in (r)  
 Tyres 285/40 ZR22 110Y (f), 325/35 ZR22 114Y (r), Pirelli P Zero  
 Spare Spacesaver

**ACCELERATION**

MPH	TIME (sec)
0-30	2.1
0-40	2.8
0-50	3.8
0-60	4.6
0-70	5.8
0-80	7.1
0-90	8.6
0-100	10.6
0-110	12.7
0-120	15.0
0-130	18.2
0-140	22.2
0-150	-
0-160	-



TECHNICAL LAYOUT

The DBX is built on Aston's new aluminium architecture at the firm's also new St Athan factory in Wales. A Mercedes-AMG-sourced twin-turbo V8 sits at the car's nose longitudinally, driving all four wheels via a nine-speed torque-converter automatic transmission. Suspension is double wishbones and multiple links, with air springs all round. We weighed the DBX at 2328kg, split 53% front, 47% rear.

**ENGINE**

Installation Front, longitudinal, four-wheel drive  
 Type V8, 3982cc, twin-turbocharged, petrol  
 Made of Aluminium block and head  
 Bore/stroke 83.0mm/92.0mm  
 Compression ratio 8.6:1  
 Valve gear 4 per cyl  
 Power 542bhp at 6500rpm  
 Torque 516lb ft at 2200-5000rpm  
 Redline 7000rpm  
 Power to weight 241bhp per tonne  
 Torque to weight 230lb ft per tonne  
 Specific output 136bhp per litre



**ECONOMY**

TEST MPG Track 9.0mpg  
 Touring 24.8mpg  
 Average 17.0mpg

CLAIMED Low 12.2mpg  
 Mid 20.8mpg  
 High 23.5mpg  
 Extra high 21.1mpg  
 Combined 19.8mpg

Tank size 85 litres  
 Test range 318 miles

**EMISSIONS & TAX**

CO<sub>2</sub> emissions 323g/km  
 Tax at 20/40% pcm £974/£1949

**TRANSMISSION**

Type 9-spd automatic  
 Ratios/rev per 1000rpm  
 1st 5.35/5.6 2nd 3.24/9.3 3rd 2.25/13.3  
 4th 1.63/18.4 5th 1.21/24.8 6th 1.00/30.0  
 7th 0.87/34.7 8th 0.71/41.9 9th 0.60/50.0  
 Final drive ratio 3.07:1

**SUSPENSION**

Front Double wishbone, air springs, active anti-roll bars  
 Rear Multi-link, air springs, active anti-roll bars

**BRAKES**

Front 410mm ventilated discs  
 Rear 390mm ventilated discs  
 Anti-lock Standard, with brake assist  
 Handbrake type Electric  
 Handbrake location Right of steering column

**STEERING**

Type Electromechanical, rack and pinion  
 Turns lock to lock 2.6  
 Turning circle 12.4m

**SAFETY**

ACC, FCW, AEB, LDW, LKA, LCW, RCT, TSR, BSW, door-open warning  
 Euro NCAP crash rating Not tested

**CABIN NOISE**

Idle 44dB Max rpm in 4th gear 83dB  
 30mph 59dB 50mph 63dB 70mph 66dB

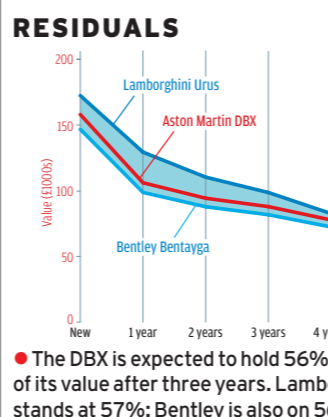
**ACCELERATION IN GEAR**

mph	2nd	3rd	4th	5th	6th	7th	8th	9th
20-40	2.0	3.0	-	-	-	-	-	-
30-50	1.8	2.4	3.7	6.7	-	-	-	-
40-60	1.9	2.3	3.2	5.4	7.9	-	-	-
50-70	-	2.5	3.3	4.8	7.0	9.7	15.0	-
60-80	-	2.5	3.4	4.7	6.3	8.8	14.3	-
70-90	-	2.7	3.7	4.9	6.2	8.0	14.7	-
80-100	-	3.8	5.3	6.6	8.3	13.8	-	-
90-110	-	4.0	5.7	7.3	9.4	-	-	-
100-120	-	4.3	6.4	8.3	-	-	-	-
120-140	-	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-	-
160-180	-	-	-	-	-	-	-	-
180-200	-	-	-	-	-	-	-	-

**MAX SPEEDS IN GEAR**

1	39mph 7000rpm
2	65mph 7000rpm
3	93mph 7000rpm
4	128mph 7000rpm
5	174mph 7000rpm
6	181mph 6028rpm
7	181mph 5214rpm
8	181mph 4322rpm
9	181mph* 3623rpm

\* claimed  
 RPM in 9th at 70/80mph = 1401/1601



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the DBX, contact Aston Martin Lagonda Customer Services, Banbury Road, Gaydon, Warwickshire CV35 0DB (01926 644722, astonmartin.com). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5497

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



**VERDICT**  
 ★★★★★

Does everyday driver appeal better than any other super-SUV

If Aston Martin has anything to teach other makers of super-luxury or exotic cars about how to make your first high-riding SUV, it's probably that compromise is key. These are the cars that appear to promise the world, but if you get seduced by the versatility of the vehicle concept and the potential of the technology you're using, you might lose sight of what really matters.

If, however, you keep your brand's core attributes close – distinguishing exterior style, a lavish interior and a driving experience of sporting poise but also tactile involvement and expressive character, in Aston Martin's case – you can make a very successful and convincing entry into the extra-rarefied SUV niche.

The DBX isn't quite as practical, capable or refined as some rivals, but it offers so much more usability and adaptability than any other Aston to date, and yet it still drives like so many big, burbling and engaging Astons – and that is a real achievement. It doesn't try to cover quite as much notional ground as some competitors, but for interested drivers at least, it may be all the more appealing as a result.

ROAD TEST RIVALS

Verdicts on every new car, p74

Price	Power, torque	0-62mph, top speed	CO <sub>2</sub> , economy
£158,000	542bhp, 516lb ft	4.5sec, 181mph	323g/km, 19.8mpg
£146,700	542bhp, 568lb ft	4.4sec, 180mph	302g/km, 21.2mpg
£306,935	591bhp, 664lb ft	5.0sec, 155mph	343g/km, 45.6mpg
£167,000	641bhp, 627lb ft	3.6sec, 190mph	335g/km, 12.7mpg
£179,715	557bhp, 516lb ft	5.5sec, 140mph	298g/km, 18.9mpg

Testers' notes

**MATT SAUNDERS**  
 There's a key difference between this and the Lamborghini Urus: while the latter wants to show you it can do anything a supercar can, the DBX makes its own rules. I really liked how it mixed dynamic fluency with precision and feel.

**SIMON DAVIS**  
 I was impressed by the way the DBX rides at speed. There's a benevolent assertiveness about its demeanour that feels remarkably similar to that found in Aston Martin's two-door GT models.

Spec advice

A lighter shade of paint would no doubt help conceal the DBX's visual mass a bit better than the Onyx Black applied to our test car. Our testers also agreed that its 'Ribbon' alloys were a bit much, too.

Jobs for the facelift

- Work on isolating that secondary ride. A £160k Aston Martin should never clunk over a bump, however infrequently it may happen.
- Grow the powertrain line-up. A plug-in hybrid would bring in buyers, as would a more potent V12.
- Refine the front seat design for a lower cushion and slightly better lateral support.