



ASTON MARTIN

| RAPIDE



THE WORLD'S MOST ELEGANT FOUR-DOOR SPORTS CAR. THE RAPIDE EXISTS IN A CLASS OF ITS OWN – A STUNNING EVOLUTION OF ASTON MARTIN'S UNMISTAKABLE DESIGN LANGUAGE, ACCOMMODATING FOUR ADULTS IN LUXURY, YET PROVIDING THE SENSATIONAL SPORTS CAR PERFORMANCE AND SUPREME REFINEMENT THAT ARE SYNONYMOUS WITH ALL ASTON MARTINS.



An international tourer of immense ability, the Rapide can be enjoyed on any occasion, any time, anywhere. At the heart of this sports car lies Aston Martin's race-proven 6.0-litre V12 engine, which is mated to a smoothly responsive, paddle-shift 'Touchtronic 2' automatic transmission. Tuned to deliver impressive power and immense torque, with 477 PS (470 bhp) and 600 Nm (443 lb ft) at its peak, the Rapide's hand-built engine provides effortless performance and magnificent refinement in equal measure.

POWER
BEAUTY
SOUL





POWER
BEAUTY
SOUL



Characterised by their beauty and timeless elegance, Aston Martins are renowned for being the most beautiful cars in the world. True to form, the Rapide is a breathtakingly beautiful four-door sports car. Designed to maintain purity of proportion and vision, and demonstrating supreme elegance and balance, the Rapide looks stunning from every angle.







A superlative sporting coupe incorporating heritage, elegance and innovation, the Rapide is an expression of the pure emotion and passion that underpins the Aston Martin marque. Hand-built to the highest standards, the revolutionary Rapide redefines the sporting grand tourer.

POWER
BEAUTY
SOUL



INTERIOR DESIGN

The flowing elegance of the Rapide's exterior is carried through to the interior of the car, where high levels of comfort, equipment and quality are matched to a sporting character that focuses both driver and passengers on the road ahead. The forms and materials used in the front cabin environment have been carried through to the rear seats and then onwards to the luggage area at the rear of the car, creating a holistic, one-piece 'cabin' that incorporates the entire volume of the car.







CONTROL

An Aston Martin is engineered to sharpen the senses, extracting every grain of texture from the road surface, while providing unrivalled driver feedback and involvement. Yet when conditions preclude spirited driving, an Aston Martin adopts a relaxing, restrained character, its massive reserves of power and torque combining with the uniquely cosseting interior to envelop both driver and passengers in the Aston Martin experience.









From every angle, the Rapide presents a harmonious composition with an intrinsic implication of ability. Aston Martin's design team works with raw clay models as well as advanced computer modelling, and it is through the feel of real material and physical surfaces that the company's unique sculptural design language is honed and developed.





Aston Martin set out to create the world's most beautiful four-door sports car. The result was the Rapide Concept, revealed to the world at the Detroit Auto Show in 2006. That vision has been translated faithfully into the production Rapide. Created by a team headed by Aston Martin Design Director Marek Reichman, the Rapide has been designed to look breathtakingly beautiful from every angle, displaying a purity of proportion and balance that is characteristic of the marque. It is a pure piece of Aston Martin design.





Beneath the Rapide's beautifully sculpted bodywork there is function and practicality. The generous luggage space is accessed via a large tailgate, which shuts to blend seamlessly into the Rapide's voluptuous flanks. Inside, the hand-trimmed individual rear seats can each be folded flat at the touch of a button to nearly triple the available load space. The rear doors neatly bridge the transition from flank to shoulder, their edges forming an elegant upward sweep that reaches almost to the Rapide's roofline. All four doors use Aston Martin's trademark 'swan wing' mechanism, rising up and out at 12 degrees. The opening angle, meanwhile, has been increased to 70 degrees, facilitating easy access to the exquisite rear seats.



The Rapide's ability is conveyed through the car's stance and profile, demonstrated by its length, four doors and slightly raised roofline, all of which allow the line of the low bonnet to flow gracefully along the length of the bodywork, over the front wheel-arches and along the shoulder, before intersecting with the downward curve of the rear window as it terminates with the raised lip on the boot lid. This flowing line gives the Rapide a sense of grace and poise, even when static. The forms are harmonious, not tense or uncomfortable, reflecting the refinement, ease and embrace of the car's interior environment.









The Rapide is a true illustration of Aston Martin's craft skills, and nowhere more so than in its highly-tailored, individual cockpit: driver and passengers are enveloped in a cossetting environment that is alive with detail and resplendent in hand-finished leather, precision stitching and natural materials. The requirements of these high-quality, hand-finished materials dovetail precisely with the low-volume, high-technology production that Aston Martin has made its own.

TRIPUDIE











The Rapide bears a strong family resemblance to its two-door siblings, all of them sharing a taut muscularity and a finessed surface language. Despite its larger size, the Rapide's length and height have been carefully increased to ensure the fundamental proportions are unaltered, and the silhouette remains instantly recognisable as an Aston Martin. As befits its sports touring capabilities, the Rapide can be seen as a lithe, long-distance runner or a powerful, thoroughbred race horse, its sleek silhouette implying endurance, stamina and speed.



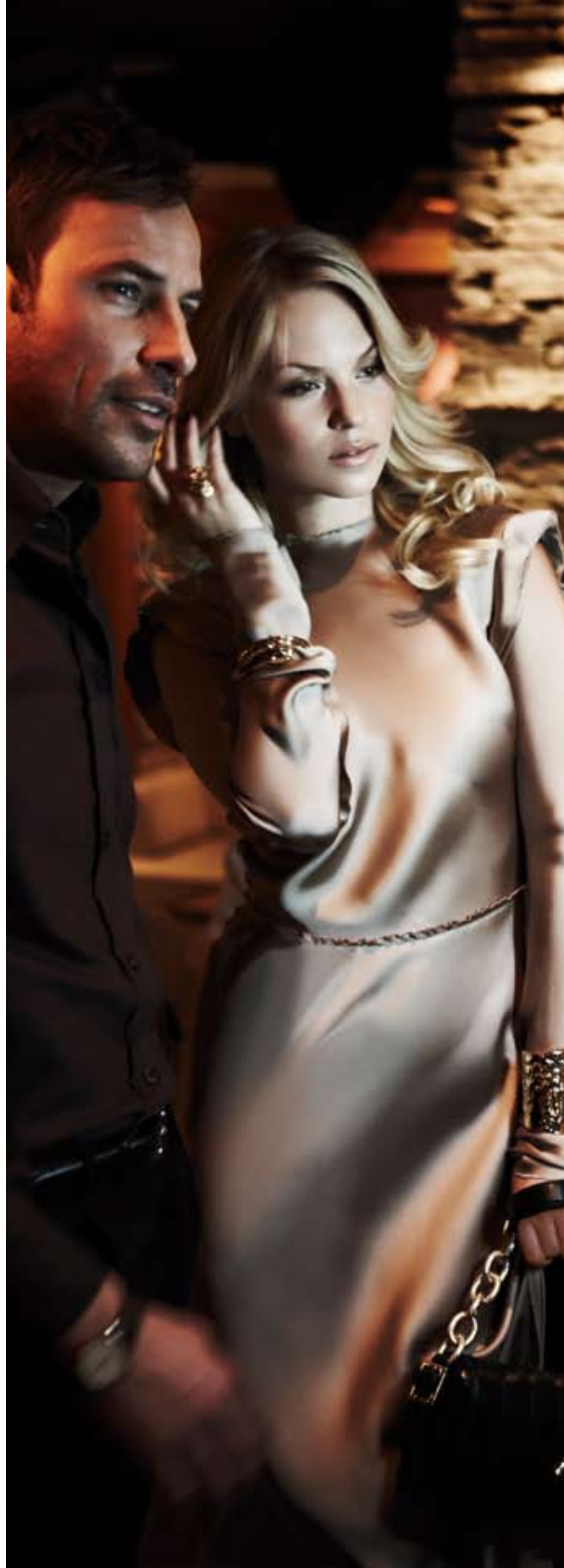








At the heart of the Rapide is Aston Martin's iconic, race-proven V12 engine: highly efficient and flexible, it provides performance and refinement in equal measure. With 'Touchtronic 2' transmission, adaptive damping and lightweight dual-cast brakes using cutting-edge technology, the Rapide's handling is taut, predictable and pliant, giving this spacious car the feel of a smaller sports coupe. As a result, the Rapide is an Aston Martin that can be enjoyed on any occasion, any time, anywhere.











LUGGAGE

Bespoke Aston Martin luggage is available as an accessory, designed specifically for the Rapide's luggage area. The four-piece set includes a garment/suit carrier, large holdall, small holdall and vanity case; an additional two-piece set comprised of two medium-size holdalls is also available. All six pieces fit comfortably within the luggage area.



TRANSPONDER WATCH

Aston Martin has worked closely with its watch partner, Jaeger-LeCoultre, to develop the new Rapide Transponder, a discreetly functional timepiece that allows the wearer to lock and unlock the Rapide via touch-sensitive zones incorporated into the sapphire crystal watch face. Jaeger-LeCoultre's signature

dial design is a functional piece of horological art that beautifully complements the Rapide: the cutaways that reveal the intricate movement within reference the car's visible brake calipers. Please contact your Aston Martin dealer for details on the full range of Rapide options and accessories.



The Aston Martin Rapide is a milestone model for Aston Martin, bringing the company's values to a whole new audience. A superlative sporting coupe incorporating heritage, elegance and innovation, the Rapide is a versatile machine that expresses the pure emotion and passion underpinning the Aston Martin marque, while continuing its design and engineering DNA.

A highly bespoke four-door sports car constructed to exacting standards, the Rapide redefines the sporting grand tourer. Proof that the most enjoyable way of getting between two points isn't always a straight line, every journey in an Aston Martin is an occasion.

The Aston Martin Rapide continues the company's tradition of emotionally engaging design: it is a uniquely personal sports car that brings together cutting-edge modernity and traditional skills. As well as tailoring that craftsmanship and technology to the customer's precise requirements, the Rapide – like every Aston Martin – is also efficient, reliable and ergonomically practical.



I PERFORMANCE

The Rapide is powered by Aston Martin's iconic, 6.0-litre V12 engine. The all-alloy, quad overhead camshaft, 48-valve engine has a displacement of 5935 cc. Each unit is hand-assembled at Aston Martin's dedicated engine plant in Cologne, Germany. Tuned and engineered to deliver high levels of performance and refinement, the engine produces 350 kW (477 PS/470 bhp) with broad torque delivery (600 Nm/443 lb ft at 5000 rpm) that allows for both effortlessly smooth progress and instant acceleration. Power is delivered to the rear wheels through a rear mid-mounted 'Touchtronic 2' automatic gearbox. This six-speed unit is precisely calibrated with the engine to provide broad flexibility in 'Drive' mode, as well as having a highly responsive character in 'Sport' Touchtronic mode, when shifts can be activated using the cast aluminium, leather-covered paddles sited behind the steering wheel. 'Sport' Touchtronic mode sharpens and shortens gearshifts for a more dynamic driving experience.

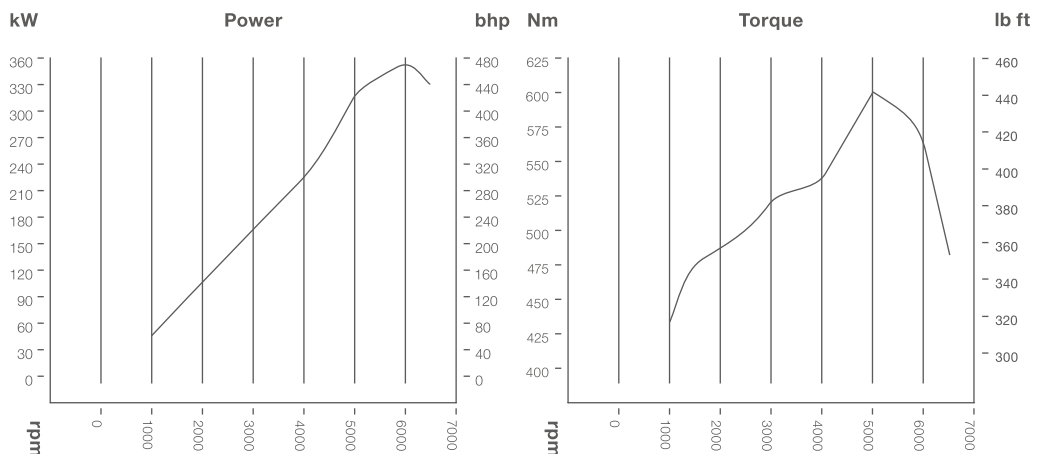
The Rapide's dynamics, high- and low-speed behaviour and mechanical integrity were honed over an extensive two-year test programme involving thousands of miles on the legendary Nürburgring Nordschleife in Germany, while intensive hot- and cold-weather testing took place in climates as diverse as Sweden, Kuwait, USA, Italy, Austria and Spain.

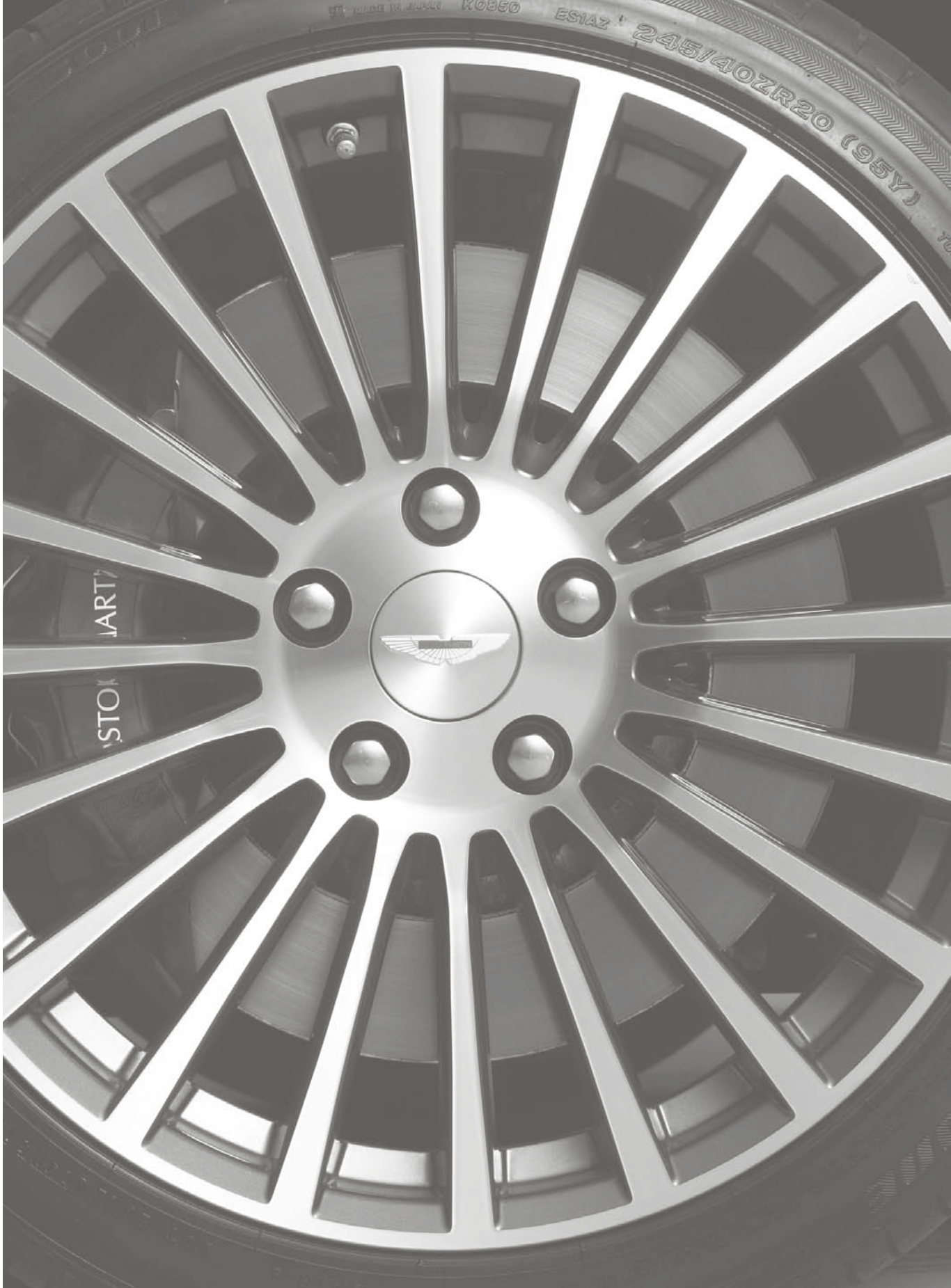
Not only is the Rapide the embodiment of automotive elegance, but its lithe form is highly aerodynamically efficient. The integration of the rear spoiler into the tailgate increases stability at speed, contributing to unrivalled high-speed, long-distance cruising ability.

Every detail contributes to aerodynamic efficiency and refinement, from the door-mounted wing mirrors to the flush door handles and laminated glazing, with a sealing system that automatically drops and raises the window when a door is opened and closed. The result is a cabin with high levels of acoustic isolation, even at speed; alternatively, an 'open all windows' function incorporated into the ECU changes the character of the cabin in an instant.

The Aston Martin Rapide is an exceptional performance car, as implied by the low, sleek and elegant bodywork. The track-honed chassis is equally at home on winding back roads, soaring mountain ascents or high-speed continental carriageways. Power delivery is nothing less than extraordinary, with a broad power band giving the driver access to rapid acceleration at almost any speed.

Aston Martin's 6.0 V12 engine is the Rapide's heart, delivering peak power at 6000 rpm and peak torque at 5000 rpm. The resultant 0-100 km/h (62 mph) time is 5.2 seconds, and maximum speed is 296 km/h (184 mph). A new exhaust system maintains the throaty, evocative sound of the V12 engine, while also ensuring high levels of refinement for longer journeys.





I CONTROL

As an involving, high-performance car with high levels of refinement, the Rapide epitomises broad dynamic ability. The standard 20-inch wheels are made from forged aluminium, minimising unsprung mass, and thereby improving ride comfort and handling. Tyres are Bridgestone Potenza S001 (245/40 front and 295/35 rear), featuring a taller side wall to minimise vibration transmission into the cabin. The tyres give the Rapide supreme levels of grip during cornering and late braking manoeuvres. The steering rack ratio of 15:1 has been tailored for agility, giving quick response at high speed as well as excellent manoeuvrability at lower speeds.

The Rapide's suspension builds upon Aston Martin's extensive dynamic experience, employing a unique aluminium rear subframe, together with strengthened lower control arms, knuckle and ball joints, new upper control arm bushes and tuned anti-roll bar, bushes and powertrain mounts. The Bilstein continuously adaptive damping system, first introduced on the DBS, is provided as standard equipment. The dampers are specifically tuned to the driving characteristics of the Rapide and offer a 'Normal' mode, in which they adapt to deliver greater ride comfort, and a 'Sport' mode for better handling and control during dynamic driving. In each mode, five different sets of ride and handling characteristics are available to maintain precise control at all times. The system automatically adjusts to the appropriate setting according to information from sensors monitoring throttle, brake, steering rack and vehicle speed.

The new-generation brake control module harmonises the Rapide's electronic control systems. Dynamic Stability Control (DSC), the Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD) and Traction Control (TC) work together to ensure unparalleled power delivery whatever the road conditions. The Rapide is the first Aston Martin to feature dual-cast floating brake discs, which combine cast aluminium with cast iron to maintain high levels of heat resistance, and therefore efficiency, whilst reducing unsprung mass to help with enhanced ride comfort and improved handling. Additional safety systems include Hydraulic Brake Assist (HBA), providing maximum braking performance in emergency situations, and Positive Torque Control (PTC), which matches wheel speed to engine speed under emergency braking, preventing rear-wheel lock-up. When combined with the ABS, the new brakes and electronic control systems give the Rapide extremely effective stopping distances; moreover, the discreet nature of the stability and traction control systems means that they do not intrude on the driving experience.

The Rapide is the first Aston Martin to be fitted with an Electronic Park Brake (EPB), a function devised to match and exceed the operation of a standard mechanical handbrake as well as to save space and improve cabin ergonomics. The EPB switch is mounted in the centre console and includes a 'drive away release' feature that automatically disengages the EPB when the driver pulls away, provided all four doors are shut.

The Rapide is equipped with eight airbags, including dual-stage front airbags activated in tandem with seat-belt pretensioners, and side thorax airbags. The four Door-Mounted Inflatable Curtains (DMIC) provide each of the four seating positions with head protection in side impacts.



Design work was undertaken at Aston Martin's Design Studio, a bespoke creative workspace at the company headquarters in Gaydon, Warwickshire, UK. Featuring an expansive studio area, daylight viewing spaces and dedicated workshops, the facility allowed the design team to observe the play of natural light on the surfaces, to view full-scale models in daylight and dusk conditions and to ensure that every surface form demonstrates the quality, fluidity and dramatic presence befitting an Aston Martin.

Uniquely in this sector, the Rapide has a glass-to-glass connection between the front and rear doors, with no exterior B-pillars. This gives the car an uninterrupted, two-door coupe-like profile. The rear three-quarter view accentuates power, with strong haunches that flare out to envelop the standard 20-inch, 20-spoke wheels. From the side, the Rapide's profile illustrates grace and style, while the front three-quarter view presents a classic Aston Martin face, subtly updated for the modern era and bearing distinctive Rapide features such as the discreet strip of LEDs running along the bonnet edge of the headlamp fairing.

The Rapide has been constructed using Aston Martin's extruded aluminium VH architecture, a highly flexible vehicle structure that allows the designers and engineers exceptional scope. Using a system of chemical bonding derived from the aviation industry, the VH platform is ultra-rigid and lightweight (it is used in the DBR9 GT1 race car, as well as in Aston Martin's other sports cars) and has high levels of torsional rigidity, improving on-road dynamics and safety performance. The bodywork is formed from a combination of aluminium, steel and composite, with the emphasis on high strength and low mass. The chassis has a torsional stiffness of 28 kNm/degree, making it highly resistant to flex and allowing for extremely responsive and predictable handling. This inherent characteristic of the VH platform is undiminished by the Rapide's long wheelbase. The centre of gravity is kept low by the use of aluminium for the bonnet, roof and door skins; these are joined by steel body sides and sheet moulding compound (SMC) wings and tailgate.

Like every Aston Martin, the Rapide follows the ethos of 'truth to materials', placing a premium on authenticity. For this reason, machined and hand-finished solid metals are the materials of choice, and are used to accentuate detail and scale: for example, the cast magnesium boot-lid finishers that run the width of the car, and the stainless steel finishers on the cant rails and doors. The bonnet louvres, meanwhile, are formed from cast zinc, and the classic Aston Martin grille from extruded aluminium. Finally, the winged Aston Martin bonnet badge is rendered in pewter and enamel, just as it has been for generations.

In profile, Aston Martin's instantly recognisable machined aluminium side strake has been elongated to form a key sculptural element, extending right across the upper portion of the front doors before disappearing into the surface of the rear door. The strake creates a pronounced design crease, aligned precisely with the top of the front wheel-arch and adding a flow and dynamism to the side profile. The strake houses an LED indicator, similar to that found in the DBS, while the front of the car features a new, single-lens, bi-xenon headlamp design, incorporating a strip of LED direction indicators. Discreet, flush door handles contribute to the car's sleek lines and aerodynamic profile, while laminated side glass reduces medium- and high-frequency cabin noise by 50 per cent.



The interior of the Rapide follows the same 'truth to materials' maxim as the exterior: every material is used honestly and functionally. The fascia and instrument cluster are classic Aston Martin, with dark zirconium dials on a black surround that evoke the craft, style and attention to detail of a luxury chronometer. At the centre of the dashboard is Aston Martin's trademark glass starter module, into which the ECU (Emotion Control Unit) is inserted to start the car.

The Rapide features an all-new front seat design, especially sculpted to provide the right combination of sporting support and long-distance comfort. The seats are trimmed in leather (10 hides are used in each Rapide interior) and are heated as standard, while seat cooling for front and rear is available as an option. Each rear seat folds individually to form a significantly larger luggage compartment (886 litres from 317 litres). The 90.5-litre fuel tank, meanwhile, has been designed to maximise the available luggage area and facilitate a flat load space.

Careful attention to detail, from the luggage compartment and interior mechanisms to the material and trim on the seat backs, gives the cabin a holistic feel. The centre console runs continuously from the instrument pack through to the rear seats, cossetting the occupants and uniting the space between all four seats. View lines have also been carefully considered, giving rear passengers an optimal view of the road ahead, as well as optimising the acoustic quality of the space, enabling easy communication between front and rear.

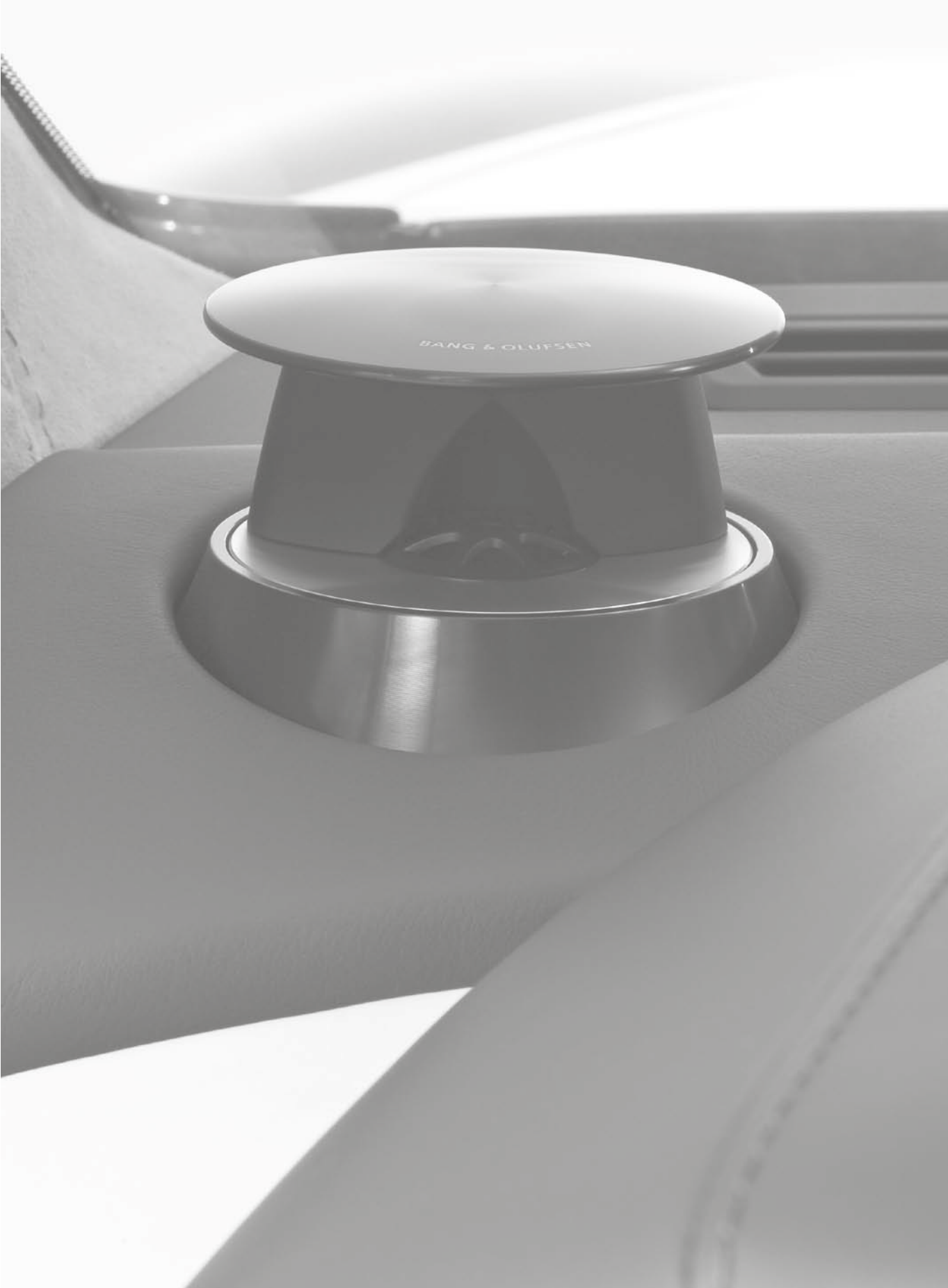
In addition to ISOFIX fittings as standard, the Aston Martin Rapide features a new range of dedicated Rapide child seats, supplied by a leading manufacturer and providing the highest levels of car safety. Featuring the Rapide logo, these child seats illustrate the car's high levels of everyday practicality.

Although the Rapide is a driver-focused car, the rich cabin ambience provides a welcoming and comfortable space for three passengers, offering choices of entertainment technology, numerous interior stowage areas and superior seats. No usable space has been wasted: the interior incorporates door pockets, cup-holders front and rear, pockets for phones and MP3 players, and central cubby boxes. In addition to LED map lamps, the cabin offers subtle front and rear ambient lighting, which provides soft, indirect light as well as enhancing key sculptural elements of the space.

The front centre console contains the controls for the dual-zone heating, ventilation and air-conditioning system, which is divided into front and rear sectors, as well as the audio and navigation controls and the centrally mounted clock. The Graphite inner area is surrounded by Iridium Silver trim, a theme that flows through to the rear console. All the rotary controls are fashioned from turned, solid aluminium with a silver anodised finish. Other elements within the console have a satin chrome finish.

The Aston Martin Rapide features a high level of standard equipment, including the 1000-watt Bang & Olufsen BeoSound audio system. Developed from the close relationship between Aston Martin and Danish audio specialist B&O, the bespoke sound system is tailored to the Rapide and incorporates 15 carefully placed speakers. This creates an acoustically perfect soundstage tuned for the dynamics and form of the Rapide's cabin. Provision for connecting iPods and other MP3 players is included as standard, allowing track access via the Rapide's audio display. Once the system has been initialised, the twin acoustic lens speakers rise silently from the dashboard to provide optimum sound positioning.

Aston Martin has established its pioneering factory at Gaydon in Warwickshire as a centre of craftsmanship and technology. The Rapide marks the beginning of a new era for the company, with the introduction of a brand-new manufacturing plant in Graz, Austria. Modelled closely on Gaydon, the new facility offers space, flexibility and the very latest production technology, while maintaining the same focus on quality and excellence.



OPTIONS & ACCESSORIES

The Aston Martin Rapide is truly bespoke. The host of trim options available, with myriad combinations of colour, material and stitching, ensures that the Rapide is an individual expression of its owner's taste and desires. Options include a colour-keyed steering wheel to match the car's interior and the application of an embroidered Rapide logo on the seat headrest in a range of colours, while high- and low-level trim areas in the cabin provide an almost limitless number of possible combinations.

In addition to the standard Bang & Olufsen BeoSound audio system, the Rapide is offered with a Rear Seat Entertainment (RSE) option. The system consists of two 6.5-inch LCD screens integrated directly into the rear of the front headrests, displaying input from a six-DVD changer, MP3 players, games consoles or other auxiliary devices. Individual controls allow each occupant to watch independently using wireless headphones, while the sound output can also be channelled through the powerful BeoSound system.

Aston Martin is one of the world's most distinguished sports car manufacturers. It has produced exclusive, hand-crafted sports cars for over 90 years. In that time, just over 50,000 Aston Martins have been built and more than 80 per cent are still in use, cherished, driven and raced by enthusiastic owners around the world.

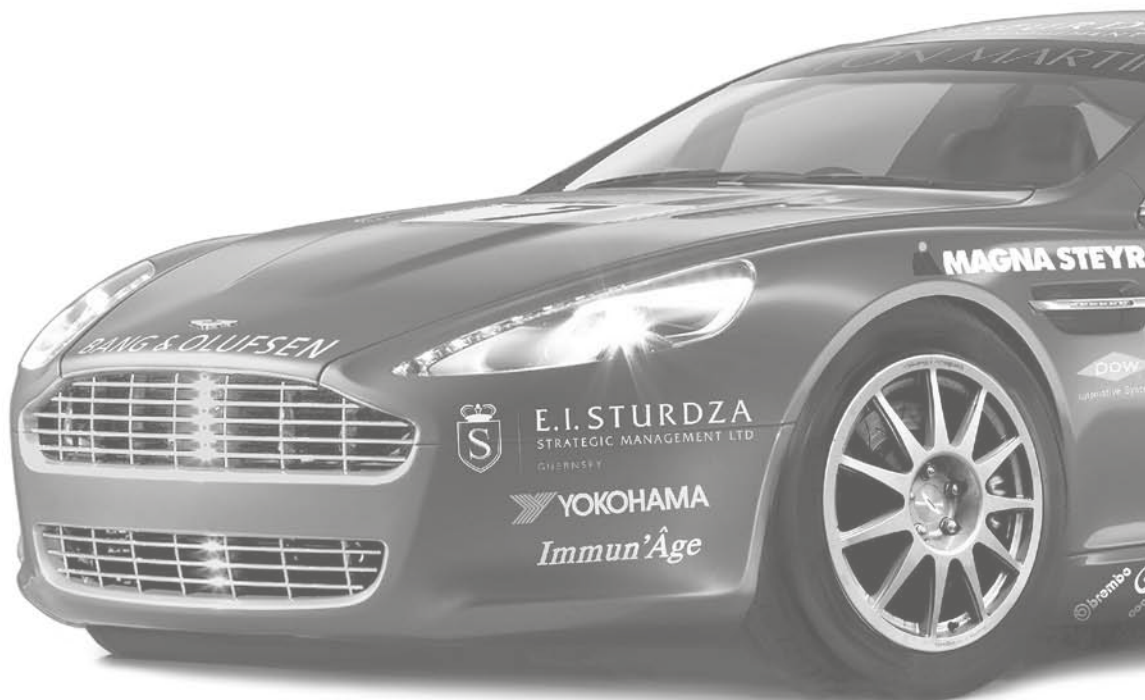
The founders of the company, Lionel Martin and Robert Bamford, had a clear vision: to create sports cars with a distinctive character; cars built to a high standard that were exhilarating to drive and own; cars with power, beauty and soul. Those values remain integral to Aston Martin today.

In 1947, Aston Martin was acquired by industrialist David (later Sir David) Brown and soon produced the first of the famous 'DB' series of cars. These iconic models were among the most beautiful and desirable of all sports cars of the 1950s and 1960s, and helped define Aston Martin's image and ethos, as well as securing its long-term future.

David Brown's period of ownership also saw Aston Martin win at Le Mans in 1959, with the DBR1, and secure victory in that year's World Sportscar Championship.

In 1964, Aston Martin made its big-screen debut when a specially customised DB5 starred alongside Sean Connery in *Goldfinger*, the third James Bond film. More than 40 years on, the special relationship with 007 is still going strong – the legendary British secret agent drives an Aston Martin in both *Casino Royale* and *Quantum of Solace*.

Racing remains firmly intertwined with the company's DNA. The inherent connection between road and race car has never been stronger: the Aston Martins being driven on tracks all over the world are instantly recognisable as closely derived from their road car progenitors. Aston Martin is the only manufacturer to offer a production-based racing car in all four FIA-sanctioned sports car classes (GT1, GT2, GT3 and GT4), all of which have enjoyed considerable success around the world.



Aston Martin made an evocative return to international sports car racing in 2005 when a Works-prepared DBR9 took class honours on its debut at the 12 Hours of Sebring before confirming its ability by winning the famous Tourist Trophy outright at Silverstone. The main objective, however, was always victory at the Le Mans 24 Hours – a feat achieved in 2007 and 2008 when the DBR9 overcame its GT1 rivals to further Aston Martin’s enviable racing pedigree.

For 2009, Aston Martin entered the premier LMP1 class at Le Mans with a new, purpose-built car powered by the same production-based V12 engine that powers the Rapide. Aston Martin finished a creditable fourth overall and, significantly, was the highest-placed petrol-fuelled car. It then went on to win outright the second round of the Asian Le Mans Series in Japan and to secure overall team and driver titles in the European Le Mans Series after finishing on the podium in all five of the Series races. In 2010, the iconic Gulf-liveried LMP1 went on to secure successive podiums at Sebring, Paul Ricard and Long Beach before placing sixth at Le Mans.

In May 2010, Aston Martin competed a near-standard four-door Rapide at the annual Nürburgring 24 hours. With only minor changes to the standard car, namely race safety modifications, and a standard ‘Touchtronic 2’ automatic transmission, the car ran faultlessly to the end achieving second in class and 34th overall from a starting grid of 200 cars.

This year is the dawn of a new era for Aston Martin Racing in LMP1. Using a new car developed from the ground-up on a bespoke chassis with a bespoke engine, Aston Martin will once again contest for top honours at Le Mans in June. A growing number of customer teams throughout the world will continue in 2011 to compete in all GT classes, from GT1 to GT4. In addition, GT4 cars will be competing in the second year of the Aston Martin GT4 Challenge – a one-make race series designed for Vantage GT4 customers.



SPECIFICATION

1 Not available in all markets.

2 Includes Traffic Messaging Channel (TMC) in Continental Europe.

3 Complies with UK Thatcham Category 5 requirements.
Excludes subscription. Standard in UK.

4 iPod® is a trademark of Apple Inc., registered in the US and other countries.

5 Data not applicable to North American market.

Body

- Four-door body style with tailgate and four individual seats
- Extruded aluminium bonded VH body structure
- Aluminium and composite body panels
- Extruded aluminium door side-impact beams
- Single bi-xenon headlamps with integrated LED side lights and direction indicators
- LED rear lamps and side repeaters

Engine

- All-alloy, quad overhead camshaft, 48-valve, 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless steel exhaust system with active bypass valves
- Compression ratio 10.9:1
- **Max power** 350 kW (477 PS/470 bhp) at 6000 rpm
- **Max torque** 600 Nm (443 lb ft) at 5000 rpm
- **Acceleration** 0-60 mph in 5.0 sec; 0-100 km/h (62 mph) in 5.2 sec
- **Max speed** 296 km/h (184 mph)

Transmission

- Rear mid-mounted, 'Touchtronic 2', six-speed gearbox with electronic shift-by-wire control system
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential
- Final-drive ratio 3.46:1

Steering

- Rack and pinion, Servotronic speed-sensitive, power-assisted steering, 3.0 turns lock-to-lock
- Column tilt and reach adjustment

Wheels & tyres

- 20" alloy wheels
- **Front** Bridgestone Potenza 245/40 R20
- **Rear** Bridgestone Potenza 295/35 R20

Suspension

- **Front** Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube adaptive dampers
- **Rear** Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube adaptive dampers
- Adaptive damping system

Brakes

- **Front** Dual-cast brake discs, 390 mm diameter with six-piston calipers
- **Rear** Dual-cast brake discs, 360 mm diameter with four-piston calipers
- Dynamic Stability Control (DSC)
- Anti-lock Braking System (ABS)
- Electronic Brakeforce Distribution (EBD)
- Emergency Brake Assist (EBA)
- Hydraulic Brake Assist (HBA)
- Positive Torque Control (PTC)
- Electronic Park Brake (EPB)
- Traction Control (TC)

Interior

- Full-grain leather interior
- Walnut fascia trim
- Iridium Silver centre console outer finish and Graphite inner finish
- Auto-dimming interior rear-view mirror
- Auto-dimming interior rear-view mirror with garage door opener (USA and Canada only)¹
- Electrically operated front seats
- Memory front seats and exterior mirrors (three positions)
- Dual-stage driver and front passenger frontal airbags
- Front occupant side airbags
- Head protection airbags for front and rear occupants
- Heated front and rear seats
- Heated rear screen
- Automatic front and rear temperature control
- Organic Electroluminescent (OEL) displays
- LED map lamps and ambient lighting
- Trip computer
- Cruise control
- Hard Disk Drive (HDD) satellite navigation^{1,2}
- Bluetooth telephone preparation¹
- Satellite radio system (USA only)
- Powerfold exterior mirrors
- Front and rear parking sensors
- Tyre-pressure monitoring¹
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Tracking device (UK only)³
- Umbrella

In-car entertainment

- 1000 W Bang & Olufsen BeoSound audio system with ICEpower[®] technology
- Integrated Apple iPod[®] connector⁴
- USB connector with Waveform Audio Format (WAF), Windows Media Player (WMA) and MPEG (MP3) audio file compatibility
- 3.5 mm auxiliary input socket

Exterior options

- Alternative brake caliper finish – black, red, silver
- Magnum Silver rear lamp infills
- Delete model badging
- Delete protective tape
- 20" Multispoke alloy Graphite painted wheels with diamond turned finish
- 20" Multispoke alloy Silver painted wheels with diamond turned finish
- 20" 20-spoke alloy Graphite painted wheels with diamond turned finish

Interior options

- Alternative fascia trim finishes: Mahogany, Piano Black, Bamboo, Tamo Ash, Nexus Alloy, Double Apex Alloy
- Matching wood door trim
- Personalised sill plaques
- Semi-aniline leather
- Colour-keyed steering wheel
- Embroidered Rapide seat logo
- Twin-screen rear-seat entertainment system with six-disc DVD player, auxiliary input, wireless headphones and remote control
- Auto-dimming interior rear-view mirror with garage door opener (Europe only)¹
- Alarm upgrade (volumetric and tilt sensor)
- Ventilated front and rear seats
- Smoker's pack (ashtray and cigar lighter)
- Second glass key
- Tracking device^{1,3}
- First-aid kit

Dimensions

- **Length** 5019 mm (197.6")
- **Width** 1929 mm (75.9") excluding mirrors; 2140 mm (84.3") including mirrors
- **Height** 1360 mm (53.5")
- **Wheelbase** 2989 mm (117.7")
- **Front track** 1589 mm (62.6")
- **Rear track** 1613 mm (63.5")
- **Fuel capacity** 90.5 litres
- **Weight** 1990 kg (4387 lb)

Fuel consumption⁵

Litres/100 km (mpg)

- **Urban** 22.6 (12.5)
- **Extra-urban** 10.4 (27.1)
- **Combined** 14.9 (19.0)

Gas mileage (North America only)

- **City** 13 mpg
- **Highway** 19 mpg

CO₂ emissions⁵

- 355 g/km

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