

MODEL FILE 101 · MERCEDES-AMG · F1 HYBRID HALO · FACTORY EXCLUSIVE

AMG ONE

F1 POWER UNIT · 1,063 PS SYSTEM · 275 CARS · 2022-

THE CAR IN BRIEF

THE PROJECT

Two hundred and seventy-five cars, production from August 2022 with first delivery in January 2023, all sold long before the line started, with demand around four times the run. Base price around 2.3 million euros before taxes and individualisation. The dossier's frame is the file's: less a classic supersports car than a ROAD-LEGAL TECHNOLOGY PROJECT, the first series car to carry a directly Formula 1 derived hybrid drive onto the road. Classification: MAXIMUM TECHNICAL COMPLEXITY, FACTORY EXCLUSIVE.

THE RECORDS

The concept's proof, when the works runs it: in November 2022 Maro Engel lapped the Nürburgring Nordschleife in 6:35.183, and in September 2024 the ONE became the first series production car under six and a half minutes at 6:29.09. Both times stand in the register as what they are: evidence that the complexity delivers, under works conditions, with works preparation.

THE F1 POWERTRAIN

THE V6 AT 11,000

The 1.6-litre single-turbo V6 is conceptually the Mercedes-AMG F1 power unit, adapted for road law: reduced compression ratio, strengthened crankcase, additional injection and exhaust aftertreatment for emissions and durability. Pneumatic valve springs, an electrically assisted turbocharger, 574 PS from the engine alone, redline 11,000 rpm. The service reality in one number, per model records: the engine is scheduled for works refurbishment around 50,000 km. That is not a defect, it is Formula 1 economics on the road, and F1_ENGINE_STATUS is read as a runtime ledger, not a mileage field. MEDIUM in the matrix, and last in the priorities.

FOUR MOTORS, 1,063 PS

The heart of the car, per the dossier: FOUR electric motors around the V6. The MGU-K on the crankcase (163 PS), the MGU-H on the turbocharger (122 PS), and two front-axle motors (163 PS each) giving all-wheel drive. System: 1,063 PS (1,049 bhp). The F1-inspired 800-volt battery works in a narrow temperature window and is built for power delivery, not range: around 18 km electric. Two inverters, and a thermal management whose complexity is its own inspection chapter. HV system and software CRITICAL, thermal management HIGH, per the dossier's matrix. The 7-speed AMG Speedshift (automated, single clutch per records) carries no known systemic weakness: software, clutch function, shift quality, diagnosis. LOW.

THE FIRES & THE DOCUMENTED ACTION

WHAT IS DOCUMENTED

The register's documented layer, clean and citable: in June 2025 a recall covered 219 of the 275 cars worldwide (183 in Germany, KBA reference 15209R, build window December 2022 to May 2025): securing pins on the hydraulic line of the ACTIVE REAR WING could be missing, risking hydraulic oil loss onto hot engine components and thus fire. Remedy: inspection and installation of the pins at authorised AMG ONE service points, with no damage or injuries reported within the action. HYDRAULIC_SYSTEM_STATUS and the completion of THIS action are mandatory fields: at 80 percent of the fleet affected, an unconfirmed 15209R status is an open finding.

WHAT IS NOT DOCUMENTED

Several AMG ONE fires became public, among them a vehicle during transport in 2023 and a further fire in 2025. The register's discipline, exactly per the dossier: there is NO publicly confirmed statement from Mercedes-AMG that these events share one technical cause, and the internet's speculation cannot be verified. The incidents are stored as EVENTS, not as a series defect, and they are kept strictly apart from the documented action above: the recall addresses a defined risk, and whether it relates to any public incident is not confirmed. Both selling a fire story and waving one away misread this car.

STRUCTURE, SERVICE & OWNERSHIP

CARBON, SERVICE WORLD, DEPENDENCE

Carbon monocoque and carbon body with the register's composite discipline: monocoque, underbody, crash structure, aero components. HIGH. The service world is the dossier's key point: NOT every AMG Performance Center may work on this car. Specially trained AMG ONE technicians, special centres, works care and mobile engineer teams carry the fleet, and free workshops play practically no role. FACTORY_DEPENDENCY = EXTREME, in the register's hardest company (Regera, Gemera): engine, hybrid, battery, turbo, carbon and electronics are all works matters. The known challenges are not classic defects: extreme complexity, F1 service demands, elaborate intervals, software updates, thermal management: the pre-production delays came from exactly these.

COSTS, PROVENANCE & PRIORITIES

Costs: no official prices, and none invented. Supportable, per the dossier: regular care is substantially more demanding than on an AMG GT Black Series, hybrid, high-voltage and F1 components demand specialist knowledge, and care runs through the manufacturer network. Provenance: factory service, software history, hybrid diagnosis, build sheet, individualisation, track history, updates. Priorities: factory service, software level, hybrid diagnosis, HV battery, thermal management, hydraulic system, carbon structure, engine. Works history and completed actions outweigh mileage and age, per the dossier's Fazit. The engine stands deliberately last: the most Formula 1 part of the car is also its most scheduled. Halo protocol: no bands.

275

Cars, four times oversubscribed: a Formula 1 power unit sold with number plates

11,000

rpm redline, works refurbishment around 50,000 km: F1 economics as ownership reality

219

Cars in the June 2025 wing-hydraulics recall (KBA 15209R): the documented layer, kept apart from the headlines

Sources: Mercedes-AMG data and model records (275 cars, Aug 2022 on, first delivery Jan 2023; V6 574 PS at 11,000 rpm, MGU-K 163 + MGU-H 122 + two front motors 163 PS, system 1,063 PS = 1,049 bhp; 800 V, ca. 18 km electric; refurbishment ca. 50,000 km; Nürburgring 6:35.183 Nov 2022, 6:29.09 Sept 2024); wing-hydraulics recall per KBA 15209R, June 2025, 219 cars (183 Germany), missing securing pins, no damage reported; fire incidents (2023 transport, 2025) stored as events, no confirmed common cause. No bands, halo protocol.