

MODEL FILE 97 · MERCEDES-AMG · BLACK SERIES · COLLECTOR AMG

C 63 BLACK SERIES

C204 · M156 V8 · 517 PS · CA. 800 CARS · 2011-2013

THE CAR IN BRIEF

THE MODEL

The C204 coupe as Black Series: revealed 2011, built essentially for model years 2012 and 2013 per model records (the dossier window 2011-2014 spans announcement to final sales). Mercedes names NO official total: initially 650 units were planned, and model records and collector literature point to about 800 built. The register carries the count as CA. 800, never as a works figure. The machinery: 6.2-litre M156 V8, 517 PS (510 bhp) at 6,800 rpm, 620 Nm at 5,000, AMG Speedshift MCT 7-speed, rear drive. Classification, per the dossier: HIGH COLLECTOR VALUE, MEDIUM TECHNICAL RISK.

WHAT MAKES IT BLACK

Far more than power: widened front and rear axles, new aluminium chassis components, an adjustable coilover suspension developed with KW, a mechanical limited-slip differential, a larger brake system, revised cooling ducts and the full wide body. The engine received internals from the SLS AMG per model records: new connecting rods, forged pistons, a lightweight crankshaft. Two option worlds are identity fields: the TRACK PACKAGE (sports tyres plus active rear-axle differential cooling with its own radiator in the rear apron) and the AERO PACKAGE (carbon flics, functional front splitter, fixed carbon wing with adjustable blade). TRACK_PACK and AERO_PACKAGE are verified against the record, never against the bodywork.

POWERTRAIN

THE M156, READ BY HISTORY

The Black Series carries the LATE evolution stage of the M156. The early engines (ca. 2006-2011) were known for cylinder head bolt problems and, in individual cases, camshaft and bucket tappet wear. By the Black Series stage these weaknesses were largely engineered out, and the register stores that exactly as the dossier does: largely, not absolutely. The consequence: HEAD_BOLT_HISTORY and CAMSHAFT_STATUS are their own fields, and any repair or update on this engine is either documented or treated as open. PPI: cold start, compression, leakdown, valvetrain, camshafts, oil loss, engine mounts, oil cooler. ENGINE_PRIORITY = HIGH, and the engine stands FIRST in the priorities, a deliberate inversion of this register's usual order.

MCT & DIFFERENTIAL

The MCT 7-speed is generally very robust, with no known systemic weakness: shift quality, adaptation values, oil change history, clutch, mechatronics. LOW in the matrix. The mechanical limited-slip differential is a wear point under track use: noises, oil changes, leaks, play. MEDIUM, with DIFFERENTIAL_STATUS as its own field and the differential service read as part of the track biography.

CHASSIS, BRAKES & THE TRACK QUESTION

WHERE THESE CARS LIVED

Many Black Series were used intensively on circuits, and the file treats that as biography, not accusation: TRACK_USE is a mandatory field, read honestly. Chassis: top mounts, control arms, coilover adjusters, dampers, full measurement, rear axle bearings. Documented wear points of the fleet: chassis bearings, tyres, brakes. The brake system is the composite standard setup, with ceramics optional by market: disc thickness measured, heat cracks, pads, calipers. The electronics are simple against any modern AMG and carry no known systemic weakness: ESP, ABS, drive modes, fault memory, instrument cluster. Chassis and track history HIGH, brakes MEDIUM, electronics LOW.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, BY VIN

The dossier is right that NO recall series exists specifically for the Black Series, and the register adds the layer that matters: the C63 coupe population it belongs to carries a real US campaign record. Takata passenger inflator twice (17V017, 19V010), the driver airbag grounding fix against inadvertent deployment (17V627), and two campaigns on incorrectly installed replacement airbag modules (20V298, 21V638). Whether a given Black Series is affected is decided by VIN, the oldest rule in this register, together with general Mercedes service actions and any M156 updates in the works system. ALL open manufacturer measures are closed before purchase.

SERVICE, PARTS, COSTS & PRIORITIES

Routine care: any authorised Mercedes-Benz or AMG operation. Engine revisions and major work: an AMG-experienced specialist, for the M156 and the specific chassis hardware. Parts: mechanics and engine good, Black Series body parts partly difficult and expensive, aero components limited, some interior parts now limited. Cost drivers, per the dossier: sports tyres, brakes, chassis components, M156 service, differential service. Clearly above a normal C63, well calculable against anything else in this register. Priorities: M156 history, chassis condition, track history, differential, brakes, gearbox, body, documentation. Provenance: original equipment, package status, original wheels, service book, accident-free status, documented track use.

~800

Cars per model records, 650 originally planned: no official works total exists, and the file says so

517

PS (510 bhp) from the M156 in its final evolution: the engine stands FIRST in the priorities here

5

US campaign records on the C63 coupe population, Takata twice among them: membership decided by VIN

Sources: Mercedes-AMG data and model records (517 PS/510 bhp, 620 Nm, MCT, KW coilovers, LSD, SLS-derived internals, Track/Aero Packages; 650 planned, ca. 800 built, no works total; model years 2012-2013); M156 early head bolt and valvetrain pattern, revised by the BS stage; NHTSA layer, 2012-2015 C63 Coupe population: 17V017, 19V010 (Takata), 17V627, 20V298, 21V638, VIN decides inclusion. Market bands pending the transaction dataset.