

MODEL FILE 99 · MERCEDES-AMG · BLACK SERIES · COLLECTOR AMG

AMG GT BLACK SERIES

M178 LS2 FLAT-PLANE · 730 PS · NÜRBURGRING RECORD CAR · 2020-2022

THE CAR IN BRIEF

THE MODEL

The C190 as Black Series: revealed 2020, built into 2022 per the dossier window, with model records reaching into early 2023 registrations. The machinery: the M178 LS2, a 4.0-litre biturbo V8 built deliberately apart from the regular M178, with flat-plane crankshaft, new turbochargers, modified camshafts and a revised valvetrain: 730 PS (720 bhp) at 6,700-6,900 rpm and 800 Nm from 2,000 to 6,000. AMG Speedshift DCT 7G, rear drive. The dossier's frame carries the file: practically a homologation car for GT3 racing, and the sharpest road AMG of its generation.

THE RECORD & THE AERO

On 4 November 2020 the Black Series lapped the Nürburgring Nordschleife in 6:43.616, then the fastest time ever recorded by a road-legal production car there. The tool that did it is this file's inspection focus: active front splitter, the two-tier wing with active flap, more than 400 kg of downforce at 249 km/h, a carbon anti-roll bar, coilovers, uniball bearings and Michelin Cup 2 R rubber. Ground-contact damage on splitter and underbody is NOT rare, and the aero system is checked as its own chapter, hydraulics, servos and sensors included.

POWERTRAIN

THE M178 LS2

To date the LS2 has NOT attracted systemic engine damage, and the register notes the dossier's contrast explicitly: no documented series pattern of the early-M156 kind exists here. PPI: cold start, turbochargers, boost pressure, oil lines, coolant, oil temperatures, ECU and fault memory. LOW in the matrix, second in the priorities purely because a flat-plane record engine deserves evidence, not fear. The DCT carries no known series problem: clutch wear, adaptation values, oil service, shift quality. LOW.

AERO, CHASSIS & BRAKES

THE HONEST TRACK ITEMS

The documented wear points of this fleet: high tyre wear, high brake wear, uniball wear under track operation. Chassis: uniball joints, dampers, top mounts, full axle geometry. Brakes: carbon-ceramic as standard: discs, pads, heat cracks, cooling ducts.

AERO, ELECTRONICS & THE
MATRIX

Aero: splitter and wing condition, hydraulics, actuator motors, sensor web. The electronics are complex but so far unobtrusive: drive modes, ESP, damper control, fault memory. Track history and aero components HIGH, ceramics and chassis MEDIUM, engine and DCT LOW: the dossier's matrix, adopted unchanged. TRACK_USE is a mandatory field, read as biography, not accusation, per File 97.

COLLECTOR SUPPLEMENT · P ONE EDITION

A SPECIFICATION, NOT
ANOTHER CAR

Per the dossier, NO own model file: the P One Edition is technically one hundred percent Black Series. What distinguishes it: the Formula 1 inspired livery, the special interior, the limited run, and the fact that it was offered exclusively to buyers of the Mercedes-AMG One: 275 cars per model records, mirroring the One's own run, around 25 of them for North America per market records. The supplement fields: count, special equipment, provenance, MATCHING SPECIFICATION (the pairing with the owner's One is itself provenance), collector value. Technical checkpoints: identical to this file. A P One story is verified against the record, and priced only on paper.

FACTORY ACTIONS & OWNERSHIP

THE RECORD, SERVICE,
COSTS & PRIORITIES

No model-typical serious recall series stands against the Black Series to date, and per formulation discipline that is a finding about records, not a guarantee: before purchase the Mercedes DIGITAL service history, open service campaigns and the software level are checked by FIN. Service: routine care at the Mercedes-AMG Performance Center, track-intensive cars with an AMG high-performance specialist. Parts: mechanics very good, engine good, carbon parts partly expensive, aero components limited. Cost drivers: Cup 2 R tyres, carbon-ceramics, chassis, track wear. Priorities, per the dossier: track history, engine, aero, chassis, DCT, brakes. Provenance and originality are read against the data card, and every aero repair is documented or open.

6:43.6

Nürburgring, 4 November 2020: the fastest road-legal production car of its day

730

PS (720 bhp) from the flat-plane M178 LS2: no systemic pattern documented, evidence over fear

275

P One Editions per model records, exclusively for AMG One buyers: a specification, not another car

Sources: Mercedes-AMG data and model records (M178 LS2 flat-plane, 730 PS = 720 bhp at 6,700-6,900 rpm, 800 Nm at 2,000-6,000, DCT 7G; active aero with over 400 kg downforce at 249 km/h, carbon anti-roll bar, Cup 2 R; Nürburgring 6:43.616 on 4 Nov 2020, road-legal production record at the time); P One Edition per model and market records (275 cars mirroring the AMG One run, ca. 25 North America, F1 livery, One-buyers only), collector supplement per the dossier, no own file; documented fleet wear (tyres, brakes, uniballs) per dossier; no model-typical serious recall series to date, digital service history, campaigns and software checked by FIN. Market bands pending the transaction dataset.