

MERCEDES-AMG GT BLACK SERIES

85

The flat-plane Black Series and its track continuation, 2020 to today - bought on aero, structure and history for the road; on hours, spares and support for the circuit

~1,700

GT Black Series production, late 2020 to early 2022 - never numerically capped at launch; scarce by AMG standards, not ultra-scarce, and the market has priced that honestly

730-830 PS

Flat-plane M178 LS2 at 730 PS - through the 55-car Track Series (734 PS) to the 30-car GT2 Edition W16 at 830 PS with Push2Pass

6:43.616

Nürburgring Nordschleife, 4 November 2020, Maro Engel - the fastest road-legal production car of its day, on customer-adjustable hardware

€280-808K

The 2026 span, driver-grade Black Series to the W16's gross list - two markets, two rules, one engineering line

01 EXECUTIVE SUMMARY

This paper places the AMG GT Black Series at the centre and treats the Track Series and GT2 derivatives as the continuation of its engineering philosophy after road homologation ceased to matter. The progression is clean: the GT R established the track-focused road car, the 750-car GT R PRO refined the chassis, the Black Series introduced the flat-plane M178 LS2 (730 PS, 800 Nm, 7,200 rpm) and active aerodynamics - and set the Nürburgring production-car record on customer-adjustable hardware - before the 55-car Track Series removed road compromise, and the GT2 PRO and 30-car GT2 Edition W16 converted the concept into a factory-supported track programme. Above the standard car sits the Project One Edition, offered only to the 275 AMG ONE customers. The Black Series itself was never numerically capped: production ended after approximately 1,700 cars - substantially more common than the 350-car SLS Black Series, still rare by modern AMG standards, and the market's whole recent history follows from that number.

Two governing rules divide the paper as they divide the garage. For the road car, the Aero-and-History Rule: the GT Black Series is purchased on the condition of its aerodynamic systems, underbody and track history - the engine is only one part of the risk. For the circuit cars, the Hours-and-Support Rule: a Track Series or GT2 derivative is worth only as much as its remaining component life, spares inventory and continued access to AMG Customer Racing support - mileage is nearly irrelevant, and 'it has hardly been used' can mean static, unsupported and expired.

Key Finding

The production honesty leads everything: ~1,700 Black Series (reported 1,700-1,706; no factory registry), up to 275 Project One Editions offered - the number actually ordered is not publicly confirmed, so '1 of 275' advertisements state eligibility, not production - 750 GT R PROs, 55 Track Series, 30 W16s, and demand-led GT2/GT2 PRO with no announced caps.

The speculative boom has already run its course: launch list €335,240, early asks near €700K, then compression once ~1,700 cars existed - verified auctions now run roughly US\$330-500K for ordinary cars with a median near US\$400K from 50+ sales, and a 608-mile Project One-class car made US\$705,000 in June 2026. The Black Series did not fail as a collectible; it moved from speculative scarcity to specification-driven collectability.

The buyer's line the whole paper serves: for the road car, buy structure, aero and track history; for the circuit cars, buy component life, support eligibility and spares - never mileage.

02 FROM GT R TO BLACK SERIES

The chassis lineage - and why the 750-car PRO is the family's quiet value.

The GT R established the formula: rear-wheel steering, active aero, adjustable traction control, the widened body and 585 PS of cross-plane M178, priced around €165,000. The GT R PRO - 750 cars, US\$199,650/£188,345 - added no power and everything else: revised coil-overs with more adjustment, uniball joints, carbon anti-roll elements, carbon roof, ceramics and track aero. It proved AMG could sell a car on chassis development rather than output, and it is the missing link between GT R and Black Series - potentially more collectible than ordinary GT Rs in the long

run, because 750 is fewer than ~1,700, it is the final cross-plane track derivative, and its lower value makes it the lineage's most usable custody. The Black Series then changed the engine itself. This chapter's buying consequence is simple: the GT R is the philosophical entry, the PRO the value play bought on chassis originality and alignment discipline, and both are inspected with the same M178-family files the Black Series chapter details - minus the flat-plane specifics and the aero system that defines the senior car.

GT BLACK SERIES & TRACK COLLECTION - THE LINE

GT R (2017-21)	Cross-plane M178, 585 PS · rear-steer, active aero, widened body · ~€165K new · the philosophical starting point
GT R PRO (2019-21)	750 cars · GT R power, developed chassis: revised coil-overs, uniballs, carbon ARB elements, ceramics · US\$199,650/£188,345 · the missing link and the value buy
GT Black Series (2020-22)	~1,700 cars (reported 1,700-1,706) · flat-plane M178 LS2: 730 PS/800 Nm, 7,200 rpm · active aero, adjustable coil-overs and ARBs · €335,240 incl. VAT, US ~US\$325K
Project One Edition	Offered to the 275 AMG ONE customers - completed total not publicly confirmed · graduated silver-to-black paint, painted stars, Petronas accents · ~€50K over base
Track Series (2022)	55 cars, Affalterbach-built, 55th anniversary · 734 PS/850 Nm, Hewland 6-speed sequential · €369K net (~€439K gross) · no road registration
GT2 / GT2 PRO / Edition W16	GT2: homologated customer racer, ~707 PS, demand-led · GT2 PRO: non-homologated, to 750 PS Push2Pass, €479K net · W16: 30 cars, 830 PS, 1,000 Nm, DRS-style aero, €679K net (~€808K gross)

(The Black Series was produced for a period, not to a cap - '~1,700' is the defensible figure and exact counts are not. '1 of 275' on a Project One Edition states eligibility, never confirmed production. GT2 and GT2 PRO carry no announced limits and are not presented as numbered editions.)

03 THE FLAT-PLANE BLACK SERIES

A bespoke engine, a record on customer hardware - and heat as the standing question.

The M178 LS2 is effectively a separate engine variant, not software: flat-plane crankshaft, revised firing order, different turbochargers, revised intercooling - 730 PS, 800 Nm, 7,200 rpm, dry-sumped, driving the seven-speed transaxle. The record made the point publicly: 6:43.616 (20.6 km) and 6:48.047 (20.832 km) at the Nordschleife on 4 November 2020, Maro Engel driving a production-specification car on Cup 2 Rs with factory-adjustable aero and suspension - the adjustability that set the record is built into customer cars, which is exactly why a seller's 'Nürburgring specification' claim without setup sheets means nothing, and why a circuit-aligned car tramlines, wears inner shoulders and strikes its splitter on the road. The engine has no established catastrophic defect; its risks are heat, track use, charge cooling, turbos, ignition, dry-sump leakage, mounts, software and neglect - and the fleet is young, so ageing patterns are still developing. The inspection is therefore thermal before it is anything else: repeated boost events with coolant and charge temperatures logged (one hard pull proves nothing), boost

balance by bank, turbo noise and charge-pipe oil, thermostat behaviour in both directions - too cold is a fault as much as too hot - ignition by heat-cycle history rather than distance, dry-sump procedure respected, dynamic engine mounts checked because their failure loads exhaust, torque tube and shift quality. The DCT transaxle follows SLS logic: adaptation values, clutch wear data, temperature and launch history, fluid service by age, torque-tube and carbon-shaft vibration diagnosed honestly - low-speed clutch sensation is normal; shudder, delayed reverse, slip and hot inconsistency are not.

04 AERO AS A MECHANICAL SYSTEM

The highest-specificity buyer area - splitter, floor, wing and flap inspected like an engine.

The aero system is expensive, exposed and central to the identity - the first road AMG GT where aerodynamics matter as much as output. The survey runs: manually adjustable front splitter with its rails and locking hardware, canards, front undertray and floor, wheel-arch vents, diffuser, both rear-wing planes, supports and mounting points - and the active upper flap exercised by diagnostics: complete movement, correct home position, no actuator noise, no stored position faults, no cracked mounts. A dead flap can be an actuator, wiring, a module, accident repair or aftermarket coding - all different prices. Splitter damage is read in two grades: a scraped consumable edge versus fractured carbon, distorted supports, damaged floor or torn inserts - the second grade is a valuation event. The structure behind the aero follows SLS discipline on an aluminium-intensive spaceframe with carbon bonnet, roof, hatch and quarter extensions: paint-depth survey, underside imaging, alignment report, crash data, approved repair evidence - undocumented repair to pickups, transaxle structure, roof, wing mounts or underfloor aero materially reduces value. Suspension is the adjustable kind that punishes ignorance: coil-overs, camber, adjustable ARBs, spherical joints, the carbon front bar - collar condition, joint play, ride heights, corner weights, a current printout - and the ownership point this paper insists on: there is no single correct alignment; the owner keeps a road setup, a track setup and records of both, with aero settings and tyre data. Ceramics are bought on measured disc data, never photographs; a documented steel-disc track conversion with the original ceramics retained is engineering, not sacrilege. And the Cup 2 R file is its own chapter: dates, heat cycles, shoulder wear, cold and wet limitations - tread depth does not equal remaining performance, and many owners rightly run a road tyre and keep the Cup 2 Rs for circuit days.

05 PROJECT ONE EDITION

Provenance in paint - eligibility proven, never assumed.

The Project One Edition is principally a provenance and specification story: offered only to the 275 AMG ONE customers at roughly €50,000 over the underlying car, wearing the Formula One-inspired silver-to-black graduated paint, painted star pattern and Petronas-coloured detailing. The paper's discipline: up to 275 could theoretically exist; the number actually ordered is not publicly confirmed, and '1 of 275' is an eligibility statement.

The buyer file is correspondingly documentary - original AMG ONE-linked allocation evidence, the Edition invoice, factory data card, complete correspondence - and painterly: the graduated treatment is difficult and expensive to reproduce, so colour transition, star pattern, clear-coat depth, blending, PPF quality and panel edges are inspected forensically. A repainted Project One Edition loses an important part of its collector argument even when the work is visually excellent - and proof that a car was not retrospectively replicated is part of the purchase, because the premium (the market's €500-700K+ band, and a US\$705,000 result for a 608-mile car in June 2026) rides on exactly that paint and paper.

06 FROM BLACK TO TRACK

Fifty-five Track Series, the GT2 pair, thirty W16s - competition custody without the championship.

The Track Series (55 cars, AMG's 55th anniversary, hand-built in Affalterbach) is not a converted Black Series: the flat-plane architecture at 734 PS and 850 Nm through a Hewland six-speed sequential with racing clutch and mechanical differential, four-way dampers, racing electronics and fuel system, FIA-style structure, centre-locks - €369,000 net, no number plates. It is bought like a competition car: engine, gearbox, clutch and differential hours, damper history, fuel-cell and fire-system dates, seat and harness expiry, over-rev report, data downloads, setup sheets, spares, support contract, software access. The GT2 is the homologated customer racer (~707 PS by BoP, demand-led production); the GT2 PRO removes homologation for private track use - up to 750 PS with Push2Pass, €479,000 net - faster than the racer and ineligible for its championships, which is the distinction sellers blur. The Edition W16 (30 cars, €679,000 net) is the exclusive summit: 830 PS with Push2Pass, up to 1,000 Nm, revised turbos, DRS-style active aero, the W16 E PERFORMANCE Formula One reference, Antonelli association and a circuit delivery programme - named for the F1 car, not a sixteen-cylinder engine, a confusion worth pre-empting in every conversation. All four live under the Hours-and-Support Rule and the custodial model: storage, transport, engineers, tyres, data, pre- and post-event inspection - a professionally run season costs €100,000-250,000 before damage, and a low-hour car can still need substantial work because fire systems, fuel cells, seals, batteries and software expire on the calendar.

COMPONENT LIFE - THE TRACK CARS' ODOMETER

Factory or team-defined intervals govern: engine, turbos, gearbox, clutch, differential, driveshafts, wheel bearings, hubs, suspension arms, dampers, fire system, fuel cell, seat, harnesses, discs, centre-lock hardware. The purchase file is the hour ledger and the expiry calendar - never the mileage display.

The most dangerous track-car sales phrase: 'it has hardly been used.' Without records, that can mean static, unsupported and expired - and recommissioning an expired car through Customer Racing costs real money before it turns a wheel.

07 MARKET AFTER THE SPECULATIVE BOOM

From €700K asks to a US\$400K median - specification now does the pricing.

The three phases ran fast. Allocation speculation: demand over supply, assumed scarcity, delivery-mileage cars near €700,000, traded allocations. Production reality: ~1,700 cars existed, premiums compressed, ordinary cars returned toward list. Collector differentiation - the current phase: the market distinguishes standard from Project One, rare factory paint, Track Package, ceramics condition, mileage, accident and aero history, road-only from heavily tracked. The verified record now runs roughly US\$330,000-500,000 for ordinary cars with a median near US\$400,000 across 50+ sales; 2026 results include US\$418,000 (662 miles), US\$429,000 (927 miles), US\$265,500 for a ~6,000-mile UAE car - and US\$705,000 for the 608-mile Project One-class car in Denver. Dealer asks above the bands are positions. The collecting verdict is measured: yes, with reservations - ~1,700 is not ultra-scarce, museum inventory overhangs, and future Black Series products will compete; the case concentrates in rare colours, Project One provenance, complete Track Packages, original paint and low-but-exercised mileage. And the driving verdict is warmer than the market behaves: exceptional steering, real downforce, genuine circuit durability - the ideal pattern is 1,500-4,000 km a year, dry roads, periodic circuit exercise, separate setups and tyre sets, annual Xentry inspection.

GT BLACK SERIES & TRACK - INDICATIVE FRAMEWORKS, MID-2026

GT Black Series	Higher-mileage/weaker spec €280-340K · strong original €340-425K · very low mileage or rare colour €425-525K (verified US record ~US\$330-500K, median ~US\$400K)
Project One Edition	€500-700K+ on original paint, allocation provenance, low mileage and complete documentation (US\$705K, 608 miles, June 2026) - repaint breaks the argument
GT R PRO	The lineage's value buy at 750 cars - typically well below Black Series money; chassis originality and alignment discipline do the pricing
Track Series (55)	Thin, support-dependent - list €369K net plus equipment; value follows hours, spares and Customer Racing eligibility, not the odometer
GT2 PRO / Edition W16 (30)	Primary-market pricing (€479K/€679K net) with no mature secondary market - the W16's 30 cars and F1 reference are the collector case; support is the condition

(Road bands anchored on verified auctions; track-car values are appraisals governed by the Hours-and-Support Rule. Early-boom asks linger in listings and are not values - the Black Series moved from speculative scarcity to specification-driven collectability, and the bands reward exactly that.)

MAINTENANCE - PLANNING FRAMEWORKS, ROAD AND TRACK

Road servicing	Annual €2,000-4,000 (BS) / €1,500-3,000 (GT R/PRO) · major €4,000-8,000 / €3,000-6,000 · plugs €2,000-4,000 by heat cycles
Road driveline	Gearbox service €1,500-3,500 · dynamic mounts €4,000-7,000 · major DCT/transaxle repair €25,000-50,000+ · turbo-related repair €12,000-30,000+
Road chassis	Suspension refresh €10,000-25,000 · alignment and corner weighting €1,500-3,500 · ceramics €25,000-40,000+ · road tyres €2,500-4,500, track sets €3,000-5,000
Aero and body	Minor carbon-aero repair €7,500-25,000 · major aero/body damage €40,000-150,000+ · serious engine event €50,000-120,000+
Track operations	Static inspection €5,000-10,000/yr · event prep €5,000-12,000 · crew €5,000-15,000 · transport €3,000-8,000 · tyres €3,000-6,000/set · damper service €5,000-10,000
Track events	Gearbox rebuild €20,000-40,000+ · engine refresh €40,000-100,000+ · a professional season €100,000-250,000 before damage

(Planning allowances, not tariffs. Five-year road reserves: GT R €15,000-45,000 by use · GT R PRO €20,000-60,000 · Black Series €25,000-45,000 collector, €35,000-65,000 road, €60,000-100,000+ tracked - ceramics and accident exposure additional. Track cars budget by season and component life, never by year alone.)

08 THE BUYING PROTOCOL

Two protocols for two custodies - aero and history; hours and support.

Road cars - Level One, documents: VIN and data card, original invoice, production date, service records and digital history, allocation correspondence, Project One eligibility evidence where applicable, keys, books, charger, cover, Track Package equipment with option code, removed original parts. Level Two, the specialist PPI: cold start, dry-sump procedure, oil analysis, coolant pressure and thermostat function, repeated-load temperature testing with boost balance by bank, turbo noise, ignition by heat history, mounts, ECU originality; DCT adaptation, fluid service, overheating and launch history, torque-tube vibration; damper and uniball condition, ride heights, corner weights, ARB settings, steering calibration, subframes; the full aero survey - splitter structure, floor, diffuser, wing, active flap by diagnostics; carbon panels and paint depth; ceramic disc weights, cooling ducts; tyre dates, heat cycles, shoulder wear, wheel cracks. Track cars: chassis number and build sheet, Customer Racing eligibility, hour ledgers for engine, gearbox, clutch and diff, over-rev report, data logs, accident history, tub and cage inspection, component-life sheet, fuel-cell and fire dates, seat and harness expiry, wheel and spares inventory, setup equipment, laptop, software and cables, manuals, support agreement, transport equipment, VAT status - and for the W16: numbered documentation, delivery-programme record, livery condition, DRS and Push2Pass function, every F1 presentation item.

WALK AWAY - THE NON-NEGOTIABLES

Road: undocumented structural repair · cracked wing mounts or damaged underfloor aero · active-flap faults · splitter damage into the structure · repeated overheating · boost imbalance · DCT slip · driveline vibration · ceramics without measured data · undisclosed ECU tuning · a Project One car with repaint or doubtful provenance · a tracked car with no geometry or maintenance records.

Track: no component-life file · inaccessible ECU or data · no factory support path · expired fuel cell without replacement · missing spares · cage or chassis repair without measurement · unexplained over-revs · hours represented only verbally · accident history without documentation. And the phrase that ends conversations: 'it has hardly been used.'

09 OWNERSHIP ECONOMICS AND THE HIERARCHY

Two rules, one line of engineering - and the best buys at each point of it.

The scenarios model a strong original Black Series at around €380,000 with aero surveyed, ceramics measured and both setups documented, driven 1,500-4,000 km a year with periodic circuit exercise: €25,000-45,000 over five collector years, €35,000-65,000 in regular road use, €60,000-100,000+ with repeated track work - ceramics and accident exposure always additional. The GT R PRO undercuts every number while keeping the chassis story, which is why it is the lineage's best value; the GT R is the accessible entry; and the track cars budget by season and ledger under the Hours-and-Support Rule. The best-buy map: road-car collector - a factory-original Black Series in rare colour with Track Package, 2,000-10,000 km and original paint; prestige collector - a documented Project One Edition; driver - a 10,000-30,000 km Black Series with fresh geometry priced below the museum cars; value - the GT R PRO; pure track collector - the 55-car Track Series, mechanically understandable and directly Black Series-derived; most exclusive - the W16; highest risk - any track derivative without spares, data access, hour records or support.

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No established engine defect and real circuit durability - the files are heat, aero hardware, DCT history and youth; the fleet's ageing is still being written
Maintenance costs	□□□□	Road custody is manageable; ceramics, aero carbon and any track appetite move it to event pricing - and the circuit cars budget like race teams
Parts availability	□□□□	Young cars with factory support - Black Series aero, carbon and flat-plane specifics are model-bound; track cars depend on Customer Racing entirely
Investment potential	□□□□	Specification-driven after the boom: Project One, rare paint and Track Packages lead; ~1,700 cars and museum inventory cap the ordinary car's case

MARQUE BUYING SCORE - AMG GT BLACK SERIES & TRACK

Category	Collector example (P1 Edition)	Driver example (standard BS)	Track car, no support path
Reliability	7.5 / 10	7.5 / 10	4 / 10
Driving experience	10 / 10	9.5 / 10	9.5 / 10
Ownership cost	3.5 / 10	4.5 / 10	1.5 / 10
Parts availability	4 / 10	5 / 10	2.5 / 10
Long-term collectability	9 / 10	7 / 10	6 / 10
Investment potential	8 / 10	6 / 10	4.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the collection's highest-risk purchase - a Track Series or GT2 derivative without hour records, spares or Customer Racing support, however few its kilometres.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-AMG documentation and specialist reporting (GT Black Series production late 2020 - early 2022, ~1,700-1,706 reported, no factory registry, €335,240 German list incl. VAT, ~US\$325K US MSRP; M178 LS2 flat-plane at 730 PS/800 Nm, 7,200 rpm, dry-sump; Nürburgring 6:43.616/6:48.047, 4 November 2020, Maro Engel, production specification on Cup 2 R; Project One Edition offered to the 275 AMG ONE customers at ~€50K - ordered total unconfirmed; GT R PRO 750 cars at US\$199,650/£188,345; Track Series 55 cars, 734 PS/850 Nm, Hewland sequential, €369K net; GT2 ~707 PS homologated, demand-led; GT2 PRO to 750 PS Push2Pass, €479K net, non-homologated; GT2 Edition W16 30 cars, 830 PS, 1,000 Nm, DRS-style aero, €679K net, named for the W16 E PERFORMANCE F1 car), M178-family service practice (thermostat and cooling control in both directions, ignition by heat cycles, dry-sump procedure, dynamic mounts, DCT adaptation and torque-tube diagnosis), and public market data mid-2026: verified auctions ~US\$330-500K with a ~US\$400K median across 50+ sales; 2026 results US\$418,000 (662 mi), US\$429,000 (927 mi), US\$265,500 (~6,000 mi, UAE), US\$705,000 (608 mi, Project One-class, Denver, June 2026); early-boom asks near €700K recorded as history, not value. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

Two rules close the paper because two custodies share one engineering line. For the road car, the Aero-and-History Rule: the GT Black Series is purchased on the condition of its aerodynamic systems, underbody and track history - the flat-plane engine, for all its character, is only one part of the risk, and the splitter, floor, wing and flap are inspected like engines because they cost like them. For the circuit cars, the Hours-and-Support Rule: a Track Series or GT2 derivative is worth its remaining component life, spares and Customer Racing access - nothing else, and least of all its odometer. Between the rules stands the lineage's honest hierarchy: the GT R PRO as the value link, the Black Series as the record-holding centrepiece now priced by specification rather than speculation, the Project One Edition as provenance in paint, and the 55 Track Series and 30 W16s as competition custody without a championship. The boom came and went; what remains is a car worth driving more than its owners allow - and a market that finally rewards exactly the evidence this series has always demanded.

WHO SHOULD BUY THIS CAR

The road collector: a factory-original Black Series - rare colour, Track Package, original paint, 2,000-10,000 km, aero undamaged, ceramics measured.

The prestige collector: a documented Project One Edition with allocation evidence and untouched graduated paint - the family's provenance asset.

The driver: a 10,000-30,000 km Black Series with fresh geometry and honest circuit history, priced below the museum cars - or the GT R PRO as the lineage's best value.

The track collector: the 55-car Track Series with full ledgers and spares - Black Series-derived, mechanically understandable, pre-dating the costlier GT2 programme.

The exclusivity buyer: the 30-car Edition W16 with its delivery programme complete - bought inside Customer Racing support, never outside it.

Not: any track derivative without hour records, spares, data access and a support path - 'hardly used' is the collection's most expensive phrase.

BOTTOM LINE

One engineering line, 2017 to today: GT R, 750 PROs, ~1,700 flat-plane Black Series with the Nürburgring record on customer hardware, up to 275 Project One Editions, 55 Track Series, the GT2 pair and 30 W16s at 830 PS. Road cars are bought on aero, structure and history; track cars on hours, spares and support. €280K to €808K across the collection, with the boom over and specification doing the pricing. Two rules, one discipline - and the odometer last, everywhere.

ONE-SENTENCE VERDICT

Buy the road Black Series on its aero, underbody and track history, the circuit cars on component life, spares and Customer Racing support - and treat mileage as the least informative number in the entire collection.

SOURCES

Mercedes-AMG documentation and specialist reporting: AMG GT Black Series - production late 2020 to early 2022 without a launch cap, ~1,700 cars (1,700-1,706 reported; no country-by-country factory registry); German list €335,240 incl. VAT, US MSRP ~US\$325,000; M178 LS2: 3,982 cc flat-plane twin-turbo V8, revised firing order, different turbochargers and intercooling, 730 PS/800 Nm to 7,200 rpm, dry-sump, 7-speed DCT transaxle; adjustable coil-overs, camber and anti-roll bars, carbon front ARB; manually adjustable splitter, two-stage wing with active upper flap, underbody aero; Nürburgring Nordschleife 4 November 2020, Maro Engel: 6:43.616 (20.6 km) and 6:48.047 (20.832 km), production specification, Michelin Pilot Sport Cup 2 R, Track Package equipment. Project One Edition: offered exclusively to the 275 AMG ONE customers, ~€50,000 over base, graduated silver-to-black paint with painted stars and Petronas accents - completed production not publicly confirmed. Context cars: GT R (585 PS, ~€165K), GT R PRO (750 cars, US\$199,650/£188,345, chassis-led). Track continuation: GT Track Series - 55 cars for AMG's 55th anniversary, Affalterbach-built, 540 kW/734 PS, 850 Nm, Hewland six-speed sequential, €369,000 net (~€439K gross); GT2 - homologated customer racer, ~707 PS by configuration, demand-led; GT2 PRO - non-homologated, up to 750 PS with Push2Pass, €479,000 net (~€570K gross); GT2 Edition W16 - 30 cars, 830 PS with Push2Pass, up to 1,000 Nm, revised turbochargers, DRS-style active aero, F1 W16 E PERFORMANCE reference and delivery programme, €679,000 net (~€808K gross). Service practice: M178 thermostat/cooling in both directions, heat-cycle ignition intervals, dry-sump procedure, dynamic engine mounts, DCT adaptation and torque-tube diagnosis, ceramic discs by measurement, Cup 2 R heat-cycle behaviour. Public market data, mid-2026: verified auction range ~US\$330,000-500,000, median ~US\$400,000 (50+ sales); US\$418,000 (662 miles) and US\$705,000 (608 miles, Project One-class) in June 2026, US\$429,000 (927 miles, July 2026), US\$265,500 (~6,000 miles, UAE, May 2026); early speculative asks near €700,000 recorded as history. Companion documents: Buyer's Checklist No. 99 and Model File 99. Values are indicative frameworks, not valuations; nothing here is investment advice.