

# MERCEDES-AMG ONE

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*A Formula One power unit with registration plates, 2022 to today - bought on factory relationship, operating data and campaign status before anything else*

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**275**

All allocated before series production began - 2017 concept, five years of development, deliveries from early 2023, built as a works programme rather than a production line

**1,063 PS**

1.6-litre V6 to 11,000 rpm with pneumatic valves, MGU-K, MGU-H-type electric turbo and two front motors on an 800-volt, 8.4 kWh architecture - the only road car of its kind

**6:29.090**

Nordschleife, 23 September 2024, Maro Engel - the first series-production road car officially under 6:30 on the full 20.832 km lap

**€2.4-4M**

The 2026 working span against a €2.275M net launch price - a thin, selective market that has normalised out of its €4-5M speculative phase

## 01 EXECUTIVE SUMMARY

The AMG ONE closes the Mercedes library because it must be treated differently from every other car in this series: it is not an AMG road car influenced by Formula One - it uses a road-developed version of the Mercedes Formula One hybrid power-unit concept. A 1,599 cc V6 with pneumatic valve springs and gear-driven camshafts revs to 11,000 rpm and contributes about 574 PS; an MGU-K sits on the crankshaft, an MGU-H-type motor spins the turbocharger to roughly 100,000 rpm, two independent front motors provide drive, vectoring and recovery; an 800-volt, ~8.4 kWh directly-cooled battery from Brixworth thinking feeds it all - 1,063 PS of system output through a seven-speed automated manual that is deliberately not a dual-clutch. Two hundred and seventy-five cars, all allocated before production, delivered from early 2023 after five years of making a racing power unit idle, cold-start and pass emissions. The central thesis: the AMG ONE is not a conventional hypercar with an exotic engine - it is a factory-managed Formula One technology programme that happens to carry registration plates.

Two governing rules carry the paper. The Factory-Support Rule: an AMG ONE without continuous Mercedes-AMG technical support is not merely harder to maintain - it is a fundamentally different and potentially impaired collector asset. And the Data-over-Distance Rule: kilometres describe where an AMG ONE has travelled; engine hours, thermal cycles, battery data and track telemetry describe what life it has actually lived. Everything else in this paper - the recall, the €37,610 service, the market's normalisation - is those two rules expressed in money.

### Key Finding

The fire subject demands precision, and the paper provides it: at least two cars have burned publicly (a UK trailer fire and a road fire near Oldenburg) with no detailed engineering cause published - and separately, the 2025 recall (German reference 15209R) covers 219 of 275 cars for potentially missing retaining pins on the active rear spoiler's hydraulic line, built December 2022 to May 2025, where leaking fluid could ignite on hot components. The two facts are not automatically the same fact, and no ONE is bought without written recall completion.

The factory has stated a 50,000 km design life for the combustion engine - and mileage still misleads: a 5,000 km motorway car can be less stressed than a 500 km circuit car, while a near-zero-mileage car may carry stale fuel, unconditioned battery storage and missed time-based services. One documented 2026 example needed a ~€37,610 annual service at 185 km - roughly 80 hours of labour, extending its warranty to 2028.

The buyer's line the whole paper serves: buy the factory relationship, maintenance status and complete operating record before colour, mileage or speculative value.

## 02 PROJECT ONE

*Five years from reveal to delivery - and an allocation that was never first come, first served.*

The 2017 Project ONE reveal sold out instantly; the production car did not appear until 2022 because a Formula One power unit had to learn road manners: emissions, noise, cold starting, low-speed running, pump fuel, durability, diagnostics, warranty.

The build is a works programme in all but name - the power unit from Mercedes-AMG High Performance Powertrains in Brixworth, the monocoque and vehicle systems through specialist UK suppliers, final commissioning through a dedicated AMG structure, support managed directly rather than through dealerships. Allocation was relationship-led and centrally controlled: flagship-model owners, longstanding AMG clients, motorsport-connected customers, buyers able to support and register the car and unlikely to flip it - financial capacity alone was insufficient, and contracts reportedly restricted early resale. For today's buyer the allocation history has practical teeth: has the holding period expired, has AMG acknowledged the transfer, do warranty, software access and technical programmes transfer with the car? A ONE can be legally purchased and still be operationally orphaned - that distinction prices cars. The launch price was ~£2.275 million before taxes; realistic European delivered cost ran €2.7-3.0 million once VAT, registration, transport, bespoke work and the delivery programme were counted - and VAT-qualifying versus tax-paid status still separates otherwise identical cars today.

### 03 FORMULA ONE FOR THE ROAD

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*Four motors, pneumatic valves, an electric turbo - and a gearbox chosen for honesty.*

The specification is the reason the paper exists, and the table below carries it. What the numbers mean for custody: the pneumatic valve springs are a defining technology and a long-term service exposure unique in road cars; the MGU-H-type electric turbo eliminates lag and adds a power-electronics failure mode no other road car has; the battery exists to deliver and recover high power repeatedly, not to provide range; and the seven-speed automated manual with its hydraulic multi-plate clutch behaves like the motorsport hardware it is - mechanical engagement, clutch sensation, drivetrain noise, deliberate warm-up, imperfect parking manners. Those are characteristics; prolonged gear-selection failure, repeated clutch warnings, severe shudder, hydraulic-pressure faults and metallic debris are not - and because the unit is unique, an ordinary rebuild estimate is meaningless: support runs through AMG's hypercar organisation or nowhere. Performance frames the achievement: 2.9 seconds to 100, 7.0 to 200, 15.6 to 300 km/h, 352 km/h limited - delivered by energy management as much as power, which is why the car demands a different driving discipline from any conventional hypercar in this library.

MERCEDES-AMG ONE - SPECIFICATION

|                   |                                                                                                                                                                  |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Combustion engine | 1,599 cc 90° V6, single electrically assisted turbo · pneumatic valve springs, gear-driven cams · ~574 PS · 11,000 rpm · road-adapted Formula One architecture   |
| Hybrid system     | MGU-K on the crank · MGU-H-type motor on the turbo shaft (~100,000 rpm) · two independent front-axle motors: AWD, torque vectoring, recovery, limited EV running |
| Battery           | 800-volt architecture · ~8.4 kWh gross, directly cooled cells on F1 principles · built for repeated high power, not range                                        |
| Transmission      | 7-speed automated manual, hydraulic multi-plate clutch, motorsport gearset, load-bearing installation · deliberately not a DCT                                   |
| Performance       | 1,063 PS system output · 0-100 ~2.9 s, 0-200 7.0 s, 0-300 15.6 s · 352 km/h limited · Nordschleife 6:29.090 (23.9.2024, Engel)                                   |
| Production        | 275 cars, all pre-allocated · series production from 2022, deliveries from early 2023 · ~€2.275M net launch; €2.7-3.0M typical delivered                         |

(The only production road car with an MGU-H-type electrically assisted turbo of this kind - and the reason every systems chapter in this paper runs through the factory: the engineering knowledge is proprietary, the diagnostics are proprietary, and so, in practice, is the car's long-term viability.)

04 THE RECORD AND THE 50,000-KILOMETRE ENGINE

*6:29.090 as an energy-management result - and data as the real odometer.*

Maro Engel's first production-car record came in 2022; on 23 September 2024 he improved the official 20.832 km lap to 6:29.090 - the first series-production road car under 6:30. The number matters to buyers for what produced it: hybrid deployment, brake-energy recovery, tyre management, active aero and ride height, torque vectoring, DRS, battery state of charge - a lap driven as much by energy strategy as by grip, which is exactly how the car must be owned. The factory states a 50,000 km combustion-engine design life - a vast increase over a racing engine, and still the wrong number to buy on, because two cars with identical mileage can have lived opposite lives. The meaningful record is logged: engine operating hours and time above rpm thresholds, track hours, gearbox hours, launch count, thermal cycles, battery charge-discharge cycles, maximum recorded temperatures, high-voltage faults, over-rev events, mode usage, aero actuation history. The Data-over-Distance Rule in practice: a 5,000 km motorway car may be fresher than a 500 km circuit car - and the near-zero car may be the worst of all, with stale fuel, unconditioned storage, missed time-based services and pending updates. Telemetry is the odometer; the odometer is trivia.

05 FIRE, HEAT AND RECALL

*Evidence separated from reputation - and one written certificate before any purchase.*

The ONE has developed a fire reputation; the paper treats it with precision. Two facts are public. First, at least two cars have suffered major fires - one in an enclosed trailer in the United Kingdom, one on a German road near Oldenburg - and the initiating cause of those individual incidents has not been publicly established in any detailed engineering report; it is inaccurate to

state that every known fire was caused by the battery or the power unit. Second, in 2025 Mercedes-AMG recalled 219 of the 275 cars (German reference 15209R, builds December 2022 to May 2025): potentially missing retaining pins on the active rear spoiler's hydraulic line, where an unsecured connection could leak fluid onto hot components and ignite - the remedy is inspection, verification and correct locking hardware. The recall must not be conflated with the earlier fires; public reporting has not established that connection. What every buyer requires in writing: 15209R completed, the rear-wing hydraulic system dry and pressure-tested, surrounding heat shielding inspected, no related fault codes, all campaigns current. And because this car combines a high-voltage battery, petrol, hydraulic fluid, oil, extreme exhaust temperatures and a carbon structure, custody includes fire planning: storage-facility protocol, lithium-ion response, emergency access, insurer notification, transport protocol, battery isolation, the AMG emergency contact - not alarmism; appropriate management of an exceptionally complex machine.

## 06 FACTORY-MANAGED OWNERSHIP

### *The €37,610 service, the recovery plan, and warranty as evidence of engagement.*

The ONE is not maintained through a dealer-service model: factory-authorised technicians, remote engineering, model-specific diagnostics, high-voltage certification, controlled transport, software authorisation, sealed-assembly replacement rather than local component repair - significant work can mean technician travel or transport to Germany or the UK. The annual service is a program in itself: body and underfloor disassembly, fluids, battery and HV testing, cooling checks, engine and gearbox diagnostics, aero and suspension hydraulics, updates, campaign verification, telemetry download. The documented 2026 case makes the scale concrete: ~€37,610 for a regular service on a 185 km car - about 80 hours of labour - and it extended the warranty to 2028, which states the ownership model perfectly: continued coverage depends on significant scheduled factory work, and warranty status is evidence of factory engagement, not merely a financial benefit. A low-mileage car outside the recognised network is less desirable than a higher-mileage car with active support. Custody extends to breakdown: a written recovery plan before first use - AMG technical contact, approved recovery contractor, lifting points, flatbed requirements, HV isolation, neutral-selection procedure, border arrangements, secure overnight storage - and no ordinary roadside operator towing by one axle, lifting from unapproved points, or touching orange cabling.

#### **THE OWNERSHIP PROGRAMME - USE, BUT INTENTIONALLY**

Appropriate annual use: 500-2,000 road kilometres, controlled circuit sessions with factory-approved preparation and post-event inspection, annual factory service, telemetry review, frequent battery conditioning, full warm-up and cool-down. The car's historical importance is its engineering, and much of that engineering can only be understood operating.

Inappropriate use: repeated short cold starts, stationary revving, unconditioned storage, old fuel, unapproved charging, unsupported track days, driving with open recalls, ignored warnings, unfamiliar recovery operators. Every exercise intentional - the start procedure alone (HV initialisation, hydraulic and pneumatic pressure, self-checks, catalyst warming) announces what this car is.

## 07 THE BUYER'S SYSTEMS FILE

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*Battery, pneumatics, e-turbo, thermal circuits, hydraulic aero, pushrod suspension - by evidence only.*

Hybrid system - the most consequential area. Complete HV diagnostic report: battery state of health, cell-voltage deviation, isolation resistance, cooling performance, charger and port function, inverter and motor fault histories, MGU-K and MGU-H status, regeneration performance, software version, campaign history - plus storage discipline: state-of-charge procedure, conditioning records, approved equipment, temperature control. An apparently healthy battery can hide imbalance, derating, cooling degradation and insulation faults; a roadside scan proves nothing. Combustion engine. Genuinely cold start observed through its full sequence; pneumatic-system diagnostics and shutdown-procedure evidence; commanded-versus-actual turbo speed, MGU-H temperatures, power-electronics faults; fuel age and pressure on static cars - stale fuel is unacceptable, full stop. Cooling. Multiple interacting circuits - engine, turbo, charge air, battery, electronics, motors, gearbox, hydraulics - each pressure-tested, with track-temperature logs and post-thermal-cycle leak inspection; warning signs are power reduction, hybrid limitation, derating, unequal front-motor temperatures. One clean acceleration proves nothing about a sustained session. Active aero and hydraulics. Louvres, wing, flap, DRS, ride-height functions actuated by diagnostics through road, Race Plus and Strat2 modes; pressure retention, actuator calibration, sensor readings - and the rear-wing line's retaining hardware verified against the recall. Suspension. Pushrods, rockers, inboard units, hydraulic elements, ride-height sensors, spherical joints - no conventional anti-roll bars; geometry, corner weights and setup records mandatory, and a circuit-used car without setup sheets is incompletely documented. Brakes, tyres, structure. Ceramic discs by weight and measurement with regeneration blending tested system-wide; bespoke Michelins by date and heat cycle - operating consumables, never collector components; and the F1-style monocoque with structural powertrain assessed only by factory or approved composite inspection with NDT - a superficial scrape can conceal damage to tunnels, inserts, bonded structures and cooling channels, and an ordinary body-shop report has no value here.

## 08 FROM ALLOCATION PREMIUM TO MATURE MARKET

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*€4-5M asks compressed to a €2.8-3.4M core - thin, selective, and support-priced.*

The four phases ran exactly as the series expects: allocation premium after 2017; development-delay uncertainty while rivals delivered; delivery-era speculation with €4-5 million asks; and technical-market normalisation as operating complexity, fire reporting, recall status, service costs and the thin buyer pool registered. The public evidence is sparse and eloquent: European asks generally €3.0-4.5 million; the RM Sotheby's Munich 2025 pairing (a 2024 ONE with a Project One Edition GT Black Series, combined estimate €2.75-3.4M, 85% attributed to the ONE) failed to sell; a near-new green 2024 car came to market in 2026 around €2.65-3.0M estimate. The car generally remains worth more than its pre-tax launch price - the uplift is no longer automatic, and support status moves cars between bands more than colour ever will.

The collector case is exceptional - 275 cars, the only MGU-H road car, the dominant-era F1 connection, the sub-6:30 record - and it carries a unique caveat this paper states plainly: a McLaren F1 or F40 can be maintained by specialist reconstruction decades later; the AMG ONE may remain dependent on its manufacturer, so its long-term value depends as much on Mercedes-AMG preserving the support programme as on the cars themselves.

#### AMG ONE - WORKING VALUATION FRAMEWORK, MID-2026

|                                   |                                                                                                                                                                         |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Service-clarification cars</b> | €2.4-2.8M - open questions on campaigns, support transfer or restrictive tax status; priced for the uncertainty they carry                                              |
| <b>Strong supported cars</b>      | €2.8-3.4M - the working core: tax-paid, campaigns complete, active factory relationship, operating data whole (Munich pairing estimate territory)                       |
| <b>Exceptional cars</b>           | €3.4-4.0M - provenance, specification, support status and documentation aligned; the 2026 green-car estimate (€2.65-3.0M) shows even near-new cars price below old asks |
| <b>Aspirational asks</b>          | €4M+ positions exist and require patience and a very specific buyer - asks, not values, and the paper treats them so                                                    |

(Broad working bands, not an index - 275 cars, few transparent transactions, VAT status decisive, many private sales. The Munich no-sale is the market's honesty datapoint: even a factory-linked pairing could not clear its estimate.)

#### CUSTODY ECONOMICS - PLANNING ALLOWANCES

|                     |                                                                                                                                                                                         |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Servicing</b>    | Routine annual €25,000-45,000 · larger time-based service €40,000-80,000 - the documented ~€37,610/185 km case is the credible scale                                                    |
| <b>Logistics</b>    | Specialist transport €5,000-20,000 per movement - service can mean Germany or the UK                                                                                                    |
| <b>Consumables</b>  | Tyres €8,000-15,000 per set · brake consumables €15,000-40,000 · ceramic replacement €50,000-100,000+                                                                                   |
| <b>Systems</b>      | Suspension/hydraulic-aero work €25,000-100,000+ · HV cooling work €20,000-75,000+ · battery modules, front motors, MGU-H: individual factory quotation                                  |
| <b>Major events</b> | Gearbox or clutch intervention €100,000-300,000+ · major power-unit work potentially several hundred thousand euros - the reported ~€850K overhaul figure is a worst case, not a tariff |
| <b>Structure</b>    | Monocoque or structural repair potentially €250,000-1M+ - factory composite inspection only                                                                                             |

(Planning allowances, not published tariffs - AMG publishes no retail schedule. Five-year reserves under factory support: display-led collector use €150,000-250,000 · regular road use €200,000-400,000 · road and circuit use €350,000-750,000+ - excluding insurance, storage, track logistics and accident exposure.)

OWNERSHIP VERDICT - THE RATINGS

|                      |      |                                                                                                                                              |
|----------------------|------|----------------------------------------------------------------------------------------------------------------------------------------------|
| Reliability          | □□□□ | Racing architecture road-trained - dependable inside its programme of warm-ups, updates and factory services; unforgiving outside it         |
| Maintenance costs    | □□□□ | The most expensive routine custody in this library: €25-45K annual services, six-figure interventions, factory-quotation components          |
| Parts availability   | □□□□ | Proprietary everything - software, diagnostics, sealed assemblies; the parts path is Mercedes-AMG or nothing, and that is the collector risk |
| Investment potential | □□□□ | 275 cars, the only MGU-H road car, the sub-6:30 record - exceptional case, conditioned on the support programme surviving                    |

MARQUE BUYING SCORE - MERCEDES-AMG ONE

| Category                 | Collector example<br>(supported, tax-paid) | Driver example<br>(documented use) | Dormant car, no support |
|--------------------------|--------------------------------------------|------------------------------------|-------------------------|
| Reliability              | 6 / 10                                     | 6.5 / 10                           | 3 / 10                  |
| Driving experience       | 10 / 10                                    | 10 / 10                            | 9.5 / 10                |
| Ownership cost           | 1 / 10                                     | 1.5 / 10                           | 1 / 10                  |
| Parts availability       | 2 / 10                                     | 2.5 / 10                           | 1.5 / 10                |
| Long-term collectability | 10 / 10                                    | 8.5 / 10                           | 6 / 10                  |
| Investment potential     | 8.5 / 10                                   | 7 / 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 model's defining trap - the static delivery-mileage car outside warranty, with unknown battery conditioning, open campaigns and no AMG involvement.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Mercedes-AMG documentation (Project ONE reveal 2017; series production from 2022, deliveries from early 2023; 275 cars, all pre-allocated; power unit from Mercedes-AMG High Performance Powertrains, Brixworth; 1,599 cc V6 with pneumatic valves and electrically assisted turbo, ~574 PS to 11,000 rpm; MGU-K, MGU-H-type turbo motor (~100,000 rpm), two front motors; 800 V, ~8.4 kWh directly cooled battery; 1,063 PS system output; 7-speed automated manual with hydraulic multi-plate clutch; 0-100 ~2.9 s, 0-200 7.0 s, 0-300 15.6 s, 352 km/h limited; stated 50,000 km combustion-engine design life; ~€2.275M net launch price), the Nürburgring record (6:29.090, official 20.832 km lap, 23 September 2024, Maro Engel - improving his 2022 record; first series-production car under 6:30), fire and recall records (two publicly reported major fires - UK enclosed trailer, Oldenburg road - with no published engineering cause; 2025 recall, German reference 15209R: 219 of 275 cars built 12 December 2022 - 9 May 2025, potentially missing retaining pins on the active rear spoiler hydraulic line, leak-to-ignition risk, inspection and locking-hardware remedy; one related incident acknowledged in reporting), documented service evidence (~€37,610 regular service on a 185 km car in 2026, ~80 hours of labour, warranty extended to 2028; reported ~€850K worst-case power-unit overhaul figure treated as reported, not tariff), and public market data mid-2026: European asks €3.0-4.5M; RM Sotheby's Munich 2025 ONE-plus-P1-Edition pairing unsold against €2.75-3.4M combined estimate (85% attributed to the ONE); 2026 green-car estimate €2.65-3.0M. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE BUYING PROTOCOL

*Allocation papers, factory relationship, operating data - then, and only then, the car.*

Level One - allocation and ownership. Original allocation contract, invoice, deposit history, delivery documentation, title, AMG approval or acknowledgment of transfer, confirmation that no resale restriction survives, warranty-transfer confirmation, tax and VAT status, export eligibility. Level Two - the factory relationship. Named AMG customer-care contact, approved servicing location, complete service and campaign history, open-work list, warranty status, parts and software support confirmed, recall 15209R certificate. Level Three - operating data. Kilometres and engine hours, track and gearbox hours, thermal-overload history, launch count, over-rev history, battery cycles, HV fault history, software versions - the Data-over-Distance Rule as a document request. Level Four - the systems inspection. Cold-start demonstration through the full sequence; pneumatic-system test; turbo and MGU data; front-motor balance; fuel-pressure test on static cars; battery state of health with cell balance and isolation; gearbox clutch adaptation, pressures and temperature logs; every cooling circuit pressure-tested; active aero actuated through all modes with the wing line's hardware verified; monocoque report with underfloor imaging; crash-data scan; ceramic measurements; tyre dates and heat cycles; fire equipment status. The judgment is the Factory-Support Rule: the right car is rarely the cheapest or the lowest-mileage one - it is the car with confirmed support, current warranty, completed campaigns, whole data and evidence of regular, competent exercise.

#### **WALK AWAY - THE NON-NEGOTIABLES**

Inability to transfer factory support · incomplete allocation or title documentation · open fire-related recall · unexplained hydraulic residue · HV isolation faults · battery-cell imbalance without a written factory remedy · persistent power-unit or pneumatic warnings · MGU-H or inverter faults · gearbox hydraulic-pressure problems · undocumented circuit use · missing telemetry or service records · structural carbon repair without factory documentation · refusal of a cold start or AMG diagnostic inspection · expired warranty without a credible reinstatement route · a car offered as an allocation rather than a commissioned vehicle. And the most dangerous claim of all: 'it has almost no mileage, so it requires nothing' - on this car, time, software, battery state and campaigns outrank the odometer entirely.

## **10 SYNTHESIS**

The Mercedes library ends where AMG's ambition did: with a Formula One power unit wearing number plates, and with the two rules that govern it. The Factory-Support Rule, because an AMG ONE without continuous Mercedes-AMG engagement is a different and impaired asset - this is the one car in the entire series whose long-term collectability depends as much on its manufacturer's continued commitment as on its own survival, and the honest counterpoint to every simpler legend it will be compared with. And the Data-over-Distance Rule, because kilometres describe where it has been while engine hours, thermal cycles, battery data and telemetry describe the life it has lived. Between those rules sits everything this paper documented: the 6:29.090 that only energy management could set, the recall that must be certified before any purchase, the €37,610 service that is really a warranty renewal, a market that has traded speculation for selectivity - and a driving experience that justifies all of it, taken intentionally. Buy the factory relationship, the maintenance status and the complete operating record before colour, mileage or speculative value - and then, within the programme, drive the most ambitious road car Mercedes has ever built.

**WHO SHOULD BUY THIS CAR**

The programme collector: a tax-paid car with original-owner provenance, active AMG support, complete campaigns, very low but regular use and a transferable warranty - the definitive configuration.

The driver: a 1,000-5,000 km car with documented road use, limited supervised track work, current tyres, a recent major service and complete telemetry - the ONE as its engineers intended.

The risk-adjusted buyer: never the cheapest or lowest-mileage car - the one with confirmed support, current warranty, whole data and evidence of competent exercise.

Not: the static delivery-mileage car, years without servicing, unknown battery conditioning, open recall, sold without AMG's involvement - the model's defining trap, wearing its odometer as a disguise.

**BOTTOM LINE**

275 cars, one concept: a road-trained Formula One power unit - 1,063 PS, pneumatic valves, an electric turbo no other road car has, 800 volts, and the first sub-6:30 production lap of the Nordschleife. Custody is factory-managed by design: €25-45K annual services, recall 15209R certified in writing, telemetry as the true odometer, a recovery plan before the first drive. €2.4-4M in a thin, support-priced market. Buy the factory relationship, the data and the campaigns - the odometer last, and the programme always.

**ONE-SENTENCE VERDICT**

*A factory-managed Formula One technology programme with registration plates - bought on support, data and campaign status, exercised intentionally, and collectible for exactly as long as its maker stays engaged.*

**SOURCES**

Mercedes-AMG documentation: Project ONE revealed 2017; production version 2022 after road adaptation of the Formula One hybrid power unit (emissions, noise, cold start, low-speed running, pump fuel, durability, diagnostics); series production from 2022, customer deliveries from early 2023; 275 cars worldwide, all allocated before production; power unit from Mercedes-AMG High Performance Powertrains (Brixworth), carbon monocoque and systems via specialist UK suppliers, dedicated AMG commissioning and direct support. Specification: 1,599 cc 90° V6, electrically assisted single turbo, pneumatic valve springs, gear-driven camshafts, ~574 PS, 11,000 rpm; MGU-K; MGU-H-type turbo-shaft motor (~100,000 rpm); two front-axle motors (AWD, vectoring, recovery, limited EV mode); 800-volt architecture, ~8.4 kWh directly cooled battery; 1,063 PS system output; seven-speed automated manual with hydraulic multi-plate clutch; 0-100 km/h ~2.9 s, 0-200 7.0 s, 0-300 15.6 s, 352 km/h limited; stated 50,000 km combustion-engine design life; launch price ~€2.275M net, typical European delivered cost €2.7-3.0M. Nürburgring: production-car record 2022 and 6:29.090 on the official 20.832 km lap, 23 September 2024, Maro Engel - first series-production car under 6:30. Fire and recall record: two publicly reported major fires (UK enclosed-trailer transport; road fire near Oldenburg) without published engineering cause; 2025 safety recall, German reference 15209R - 219 of 275 vehicles, built 12 December 2022 to 9 May 2025, potentially missing retaining pins on the active rear-spoiler hydraulic line (leak onto hot components, ignition risk), remedy by inspection and locking hardware; ~80% of existing cars affected, one related incident acknowledged in reporting. Service evidence: documented 2026 regular service ~€37,610 on a 185 km car, ~80 hours labour, warranty extended to 2028; reported ~€850,000 worst-case major power-unit figure treated as reported, never as tariff. Public market data, mid-2026: European asking range €3.0-4.5M; RM Sotheby's Munich 2025 - AMG ONE with Project One Edition GT Black Series unsold against a €2.75-3.4M combined estimate (85% attributed to the ONE); 2026 near-new example estimated €2.65-3.0M. Companion documents: Buyer's Checklist No. 101 and Model File 101. Values are indicative frameworks, not valuations; nothing here is investment advice.