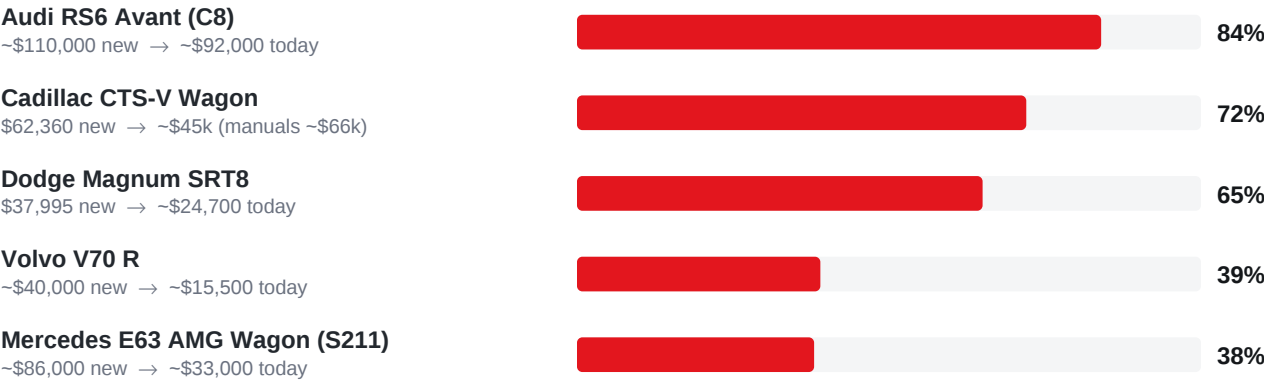


Performance Wagon Depreciation Report

What five of the greatest super-wagons are really worth — original sticker vs. today’s market.

Every figure below is real: manufacturer MSRP when new, and current average sale value from live auction data. The percentage is how much of the original sticker the car still commands today.

How much of MSRP each still holds



The full picture

Wagon	MSRP new	Current avg	Retained	The story
Audi RS6 Avant (C8) 2021+	~\$110,000	~\$92,000	~84%	591 hp; unusually strong residual — barely depreciates.
Cadillac CTS-V Wagon 2011–14	\$62,360	~\$45k / \$66k*	~72% / 106%	Bottomed near \$28k, now climbing; *6-speed manuals sell above MSRP.
Dodge Magnum SRT8 2006–08	\$37,995	~\$24,700	~65%	425 hp Hemi; held value better than almost any 2000s Dodge.
Mercedes E63 AMG Wagon 2007–09	~\$86,000	~\$33,000	~38%	6.2 V8; deep depreciation makes it the bargain supercar-wagon.
Volvo V70 R 2004–07	~\$40,000	~\$15,500	~39%	300 hp sleeper; cheap to buy, best 6-speeds now appreciating.

What the numbers show

- **The RS6 is the residual-value freak.** Most \$110,000 cars shed a third of their value in three years; the C8 RS6 has held ~84%.
- **The CTS-V wagon and Magnum SRT8 have turned the corner.** Both fell for years, bottomed, and are climbing again as modern classics — the manual CTS-V wagon now trades *above* its 2011 sticker.
- **The E63 and V70 R are near the bottom — which is the opportunity.** An \$86,000 AMG wagon for about a third of that; a 300-hp Volvo for used-commuter money.

Original MSRP from manufacturer/period pricing (KBB, Edmunds). Current values are approximate average sale prices from classic.com (aggregating Bring a Trailer, Cars & Bids and others); the RS6 residual draws on CarEdge and KBB. Values move with mileage, condition and transmission — verify a specific car before buying or selling. Market information, not financial advice.