



Press Information
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The new Mercedes-AMG GT 63 S E PERFORMANCE

- Quickest acceleration of any AMG series production model: 0-60 mph in just 2.7 seconds
- E PERFORMANCE hybrid drive with 805 hp combined system output
- Active roll stabilization, fully variable all-wheel drive, active rear axle steering and high performance carbon ceramic brake system among generous standard equipment
- Extensive personalization options including MANUFAKTUR Signature program

Affalterbach. Mercedes-AMG introduces the new flagship of the AMG GT Coupe portfolio, the 2025 AMG GT 63 S E PERFORMANCE, expected to arrive at U.S. dealerships in late 2024. The powerful E PERFORMANCE hybrid drive features a Handcrafted AMG 4.0L V8 biturbo engine at the front and an electric motor at the rear to deliver lightning-fast response and consistent power delivery. Innovative motorsport technologies inspired by those proven in the Mercedes-AMG PETRONAS F1 Team's hybrid race cars form the basis of the unique driving experience with exhilarating performance and outstanding driving dynamics.

“From zero to 60 in 2.7 seconds – no AMG series model has ever sprinted that fast before. Given these values, it was clear that the world premiere of the new AMG GT 63 S E PERFORMANCE had to take place on the sidelines of a Formula 1™ race. Our four-liter V8, combined with the performance hybrid system, makes the vehicle the top model in our GT family. The GT 63 S E PERFORMANCE combines enormous performance with a very dynamic driving experience and thus creates pure goosebumps. At the same time, the vehicle offers extensive equipment options and high-quality materials, making it one of the most exclusive performance coupes on the market.”

Michael Schiebe, CEO of Mercedes-AMG GmbH and
Head of Business Units Mercedes-Benz G-Class & Mercedes Maybach

E PERFORMANCE: Combustion engine at the front, electric motor at the rear

The electric drive unit (EDU) integrates a 201 hp permanently excited synchronous electric motor with an electrically shifted two-speed transmission and a limited-slip rear differential. The lightweight AMG High Performance Battery is also located at the rear above the rear axle. This compact design results in numerous advantages.

The electric motor acts directly on the rear axle and can therefore convert its power more directly into propulsion for an extra boost when starting off from a standstill, accelerating or overtaking. If wheel slip occurs at the rear axle, the drive power of the electric motor is also transferred to the front wheels as needed for more traction. The mechanical connection of the AMG Performance 4MATIC+ fully variable all-wheel drive makes this possible via the driveshaft and drive axles of the front wheels. The positioning on the rear axle improves the weight and axle load distribution and forms the basis for dynamic handling.

Inspired by Formula 1™, developed in Affalterbach: the AMG High Performance Battery

Batteries require a defined temperature for optimal power delivery. If the energy storage unit gets too cold or too hot, it temporarily reduces power to protect high performance components. The consistent temperature of the battery therefore has a decisive influence on its performance, service life and stability. Conventional

cooling systems that only use air or indirectly cool the entire battery pack with water quickly reach their limits, especially as cooling requirements continue to increase due to more energy-dense cells.

The basis for the performance of the 400-volt AMG High Performance Battery is the innovative direct cooling system. A high-tech coolant based on an electrically non-conductive liquid flows around all 560 cells and cools them individually. Compared to water, the coolant has a heat capacity that is two to three times higher and stores more thermal energy. For direct cooling, AMG developed new 0.04-inch-thin cooling shafts whose width corresponds to the height of the cylindrical cells.

The development of the lithium-ion energy storage system is inspired by technologies proven in the Mercedes-AMG PETRONAS F1 Team's Formula 1™ hybrid race cars. The AMG High Performance battery offers high power that can be called upon frequently in succession to increase the overall performance of the AMG GT Coupe. Added to this are the fast energy draw and high power density. The high performance battery offers an installed capacity of 6.1 kWh (4.8 kWh usable), enabling a 94 hp continuous output and 201 hp peak output. The battery is designed for fast power delivery and draw rather than longest possible range. Charging takes place via the vehicle's 3.7 kW on-board AC charger at a charging station, wallbox or household socket.

Operating strategy: electric power always available

The basic operating strategy is derived from the hybrid power pack of the Mercedes-AMG PETRONAS Formula 1™ race car. As in the premier class of motorsport, maximum propulsion is always available when the driver accelerates aggressively – for example, when accelerating powerfully out of corners or overtaking. The electric power can always be called upon and frequently reproduced through high recuperation performance and needs-based recharging. The independent battery concept enables the optimal balance between dynamic performance and efficiency. All components are intelligently coordinated. The performance gain can be experienced directly.

AMG DYNAMIC SELECT drive programs

Eight AMG DYNAMIC SELECT drive programs – “Electric,” “Battery Hold,” “Comfort,” “Slippery,” “Sport,” “Sport+,” “RACE” and “Individual” – are precisely tailored to the new drive technology. These offer a wide range of driving experiences – from efficient to dynamic. The drive programs adjust key vehicle parameters, including the response of the drive and transmission, suspension damping, steering characteristics and sound. The programs can be selected via the AMG DRIVE UNIT steering wheel buttons or the central multimedia display.

The performance hybrid starts silently (“Silent Mode”) in the “Comfort” drive program when the electric motor is switched on. The “Ready” icon in the instrument cluster indicates the vehicle is ready to drive. In addition, a powerful, sonorous start-up sound typical of AMG is emitted in the interior via the vehicle's speakers as acoustic feedback, announcing the coupe is ready to drive.

Recuperation selectable in four stages

Direct cooling ensures the high performance battery is always in the optimum temperature window of approximately 113 degrees Fahrenheit, which allows recuperation to be optimized. Normally, a battery heats up at high recuperation, so energy recovery must be limited. Recuperation starts when the driver takes their foot off the accelerator pedal. This charges the battery and creates braking torque. The system works like an engine brake on steep descents and feeds energy into the battery.

The driver can select four different levels of recuperation using the right-hand AMG DRIVE UNIT steering wheel button. With the exception of “Slippery,” this applies to all drive programs. The highest level of recuperation allows for “one-pedal” driving similar to an all-electric vehicle. Depending on the driving situation, over 100 kW can be fed back into the battery.

Active aerodynamics

An active aerodynamic element hidden in the underbody in front of the engine contributes to the agile handling of the AMG GT 63 S E PERFORMANCE. This carbon profile is an exclusive, patented AMG development. It reacts to the AMG DYNAMIC SELECT drive programs and automatically lowers by approximately 1.6 inches at a speed of 50 mph. This creates a Venturi effect, which sucks the car onto the road and reduces front axle lift.

Another active component is the retractable rear spoiler that is seamlessly integrated into the trunk lid. The spoiler assumes five new angular positions above 50 mph to either optimize driving stability or reduce drag, depending on the drive program selected. The AMG aerodynamics team tailored the control software for the higher performance of the AMG GT 63 S E PERFORMANCE with numerous parameters taken into account, including longitudinal and lateral acceleration, vehicle speed and steering speed.

AMG ACTIVE RIDE CONTROL suspension with active roll stabilization

The AMG GT 63 S E PERFORMANCE features standard AMG ACTIVE RIDE CONTROL suspension with active roll stabilization. Active hydraulic elements replace conventional mechanical torsion bar anti-roll bars and compensate for rolling movements in fractions of a second. The adaptive shock absorbers also have two hydraulic connections – one on the compression side of the damper and the other on the rebound side. The damper chambers on all four wheels and the lines are connected directly via the control valves of the adaptive dampers.

The hydraulic interconnection of all four suspension struts and the pressure regulation of the pump and switching valves allow a very wide roll spring rate while at the same time reduce rolling movements. Figuratively, every torsion bar from zero to rigid can be realized automatically. This increases comfort in everyday driving because even one-sided road imperfections are compensated for individually. During dynamic cornering, the hydraulics also actively reduce loss of camber. Thanks to the resulting high camber rigidity, the coupe turns in very precisely.

When driving straight ahead, the system is opened completely depending on the drive program and driving situation. The system compensates for individual obstacles that would otherwise lead to rolling movements. Drivers and passengers experience a significantly more comfortable driving experience. The reduced body roll when cornering contributes equally to comfort and driving dynamics. The driving characteristics in the individual drive programs can be spread more between comfort and sport.

Active rear axle steering combines agility and stability

Active rear axle steering is also fitted standard. Depending on vehicle speed, the rear wheels steer either in the opposite direction (up to 60 mph) or the same direction (above 60 mph) as the front wheels. The system therefore enables both agile and stable handling. Other advantages include easier vehicle control at the limit and less steering effort because the front wheel steering ratio is more direct.

AMG high performance carbon ceramic composite brake system

An AMG high performance carbon ceramic composite brake system is equipped standard with bronze six-piston fixed calipers and 16.5 x 1.6-inch carbon ceramic brake discs at the front, and single-piston floating calipers and 15 x 1.3-inch carbon ceramic brake discs at the rear. The system impresses with short braking distances, high stability and fade-resistance. The lightweight design also saves weight and reduces unsprung mass.

Unique E PERFORMANCE exterior elements

The exterior of the AMG GT 63 S E PERFORMANCE includes elements exclusive to the performance hybrid. "E PERFORMANCE" badging adorns each front fender, while the rear of the coupe features a "GT 63 S" model

badge highlighted in red, grooved twin trapezoidal tailpipe trims and an integrated charging port door for the hybrid system.

Aerodynamically optimized 20-inch AMG 10-spoke alloy wheels with a high-sheen finish are fitted standard (front: 10.5 x 20 wheels with 295/35 R 20 tires; rear: 11 x 20 wheels with 305/35 R 20 tires). Optional 21-inch AMG Forged wheels in a variety of designs and finishes are also available.

Driver-focused interior with extensive personalization options

The interior is designed for both dynamic driving and maximum comfort. The cockpit design, right down to the central display in portrait format, focuses on the driver and captivates with a harmonious overall impression. The practical dimensional concept with available 2+2 seating (no-cost option) offers generous interior space.

One of many highlights of the interior is the standard power adjustable AMG multicontour seats. Optional AMG Performance seats with integrated headrests and ventilation openings in the seat backrests are also available to support highly dynamic driving. Three massage programs offer enhanced comfort for long distance journeys. This is further elevated with the optional ENERGIZING Comfort Package Plus, which combines seat functions and ambient lighting moods to create relaxing comfort programs.

A large selection of upholstery choices reflects the coupe's broad range of options – from comfortable to performance-oriented. Single- and two-tone Nappa leather options are included, as well as elegant MANUFAKTUR Nappa leather upholstery with diamond quilting, or the sporty combination of Nappa leather and microfiber with contrast stitching in yellow or red.

MANUFAKTUR Signature program

For the U.S. market, the extended MANUFAKTUR Signature program is introduced for the 2025 AMG GT Coupe with new exclusive paint finishes and exquisite Nappa leather upholstery with diamond quilting. This includes striking MANUFAKTUR Signature Desert Sand and MANUFAKTUR Signature Cirrus Silver Magno exterior paints, along with MANUFAKTUR Signature Classic Red/Black and MANUFAKTUR Signature Savannah Beige/Black Nappa leather.

The MANUFAKTUR Nappa leather also extends to the armrests and center panels in the doors, center console including the center armrests and the lower part of the instrument panel. Another highlight is the hand-stitched AMG Performance steering wheel in Nappa leather, color coordinated with the MANUFAKTUR seat upholstery.

Elegant interior details continue with deep-pile floor mats featuring an embroidered AMG logo and Nappa leather piping in the same color as the MANUFAKTUR interior upholstery. Illuminated AMG door sill panels showcase an exclusive MANUFAKTUR pattern, while the center console is adorned with “MANUFAKTUR” script in high-gloss chrome.

MBUX infotainment system with AMG and hybrid-specific displays

The MBUX infotainment system (Mercedes-Benz User Experience) is intuitive to operate and capable of learning. In the AMG GT 63 S E PERFORMANCE, it features many AMG and hybrid-specific displays and functions. Exclusive menu items such as “AMG Performance” underscore the dynamic character of the coupe. High-quality graphics visualize the power flow of the drive system. Speed, power, torque and temperature of the electric drive unit can also be displayed.

At A Glance

	Mercedes-AMG GT 63 S E PERFORMANCE
Engine	Handcrafted AMG 4.0L V8 biturbo with direct injection
Displacement	3,982 cc
Combined system output	805 hp
Combined system torque¹	1,047 lb-ft
Engine output	603 hp at 5,500–6,500 rpm
Engine torque	627 lb-ft at 2,500–5,000 rpm
Electric motor output	201 hp
Electric motor torque	236 lb-ft
Drive config.	AMG Performance 4MATIC+ fully variable all-wheel drive
Transmission	AMG SPEEDSHIFT® MCT 9G
Battery capacity	6.1 kWh (4.8 kWh usable)
0-60 mph	2.7 sec (est.)
Top speed	199 mph (electronically limited)

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About Mercedes-Benz USA

Mercedes-Benz USA (MBUSA), headquartered in Atlanta, is responsible for the distribution, marketing and customer service for all Mercedes-Benz products in the United States. MBUSA offers drivers the most diverse lineup in the luxury segment with 18 model lines ranging from the sporty GLA SUV to the flagship S-Class and the dynamic all-electric vehicles from Mercedes-Benz. MBUSA is also responsible for Mercedes-Benz Vans in the U.S. More information on MBUSA and its products can be found at www.mbusa.com and www.mbvans.com.

Accredited journalists can visit our media site at media.mbusa.com.

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¹ The combined system torque specified is a calculated theoretical value that is used for comparison purposes.