



Press Information
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Elegant driving pleasure for purists: the new Mercedes-AMG GT 43 Coupe

- Handcrafted AMG 2.0-liter turbocharged engine producing 416 hp
- Rear-wheel drive contributes to engaging dynamic driving experience
- Exclusive exterior design elements visually differentiate AMG GT 43

Affalterbach. Mercedes-AMG is expanding the portfolio of the new AMG GT Coupe with the 2025 Mercedes-AMG GT 43. The lightweight, Handcrafted AMG 2.0-liter turbocharged engine in conjunction with rear-wheel drive offers a highly dynamic driving experience and agile handling.

The hand-built M139 AMG 2.0-liter turbocharged engine delivers 416 hp and 369 lb-ft of torque to enable acceleration from 0 to 60 mph in 4.5 seconds. It features electric exhaust gas turbocharger technology derived from Formula 1™ for spontaneous throttle response across the entire rpm range. The turbocharger is operated via the 48-volt on-board electrical system, which also feeds the belt-driven starter generator (RSG). The second generation RSG also functions as a mild hybrid in the 48-volt on-board electrical system, which, in addition to providing support at lower engine speeds, also enables functions such as gliding and recuperation for even greater efficiency. The 48-volt technology also increases comfort, as the transitions between start-stop and gliding functions are almost imperceptible.

“Our AMG GT family is at the top of our portfolio and embodies the spirit of our brand: Driving Performance. We are therefore delighted that this family is now growing to include the GT 43. It is clearly recognizable as a GT but is clearly different from the other models. It appeals to customers who love design and focus on elegance but are unwilling to compromise on driving pleasure and driving dynamics. The rear-wheel drive concept makes the GT 43 a very agile vehicle that will put a smile on your face on winding roads.”

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

Electric exhaust gas turbocharger for excellent throttle response

The operating principle of the electric exhaust gas turbocharger is based on the same technology that is also used by the Mercedes-AMG Petronas F1 Team. A 1.6-inch-wide electric motor is integrated directly on the shaft of the turbocharger between the turbine wheel on the exhaust side and the compressor wheel on the intake side. Electronically controlled, this directly drives the shaft of the turbocharger and thus accelerates the compressor wheel before the exhaust gas flow takes over in a conventional manner.

This significantly improves immediate throttle response from idle speed and across the entire rpm range. The combustion engine reacts even more spontaneously to accelerator pedal input, while the overall driving experience is more dynamic. In addition, the electrification of the turbocharger enables higher torque at low rpms. This also increases agility and optimizes acceleration from a standstill. Even when the driver takes their foot off the accelerator or applies the brakes, the innovative technology maintains boost pressure at all times to ensure a continuously direct response.

AMG SPEEDSHIFT® MCT 9G transmission with wet start-off clutch

The AMG SPEEDSHIFT® MCT 9G transmission (MCT = Multi-Clutch Transmission) is equipped with a wet start-off clutch in place of a torque converter. This reduces weight and, thanks to its lower inertia, optimizes response to accelerator pedal input, especially during spurts and load changes. The elaborately calibrated software ensures short shift times and quick multiple downshifts when required. In addition, the intermediate throttle function in the “Sport” and “Sport+” drive programs contributes to the dynamic driving experience. The RACE START function is also applied, which guarantees optimal acceleration from a standstill.

Active aerodynamics

A technical highlight for improved aerodynamics is the AIRPANEL active air control system with louvers hidden behind the air inlet in the front fascia. Normally the louvers are closed to reduce drag. Only when certain temperatures have been reached on predefined components and the demand for cooling air is particularly high do the louvers open and allow maximum cooling airflow to the heat exchangers.

Another active component is the retractable rear spoiler, which is seamlessly integrated into the trunk lid. It changes position depending on the driving situation. The control software takes numerous parameters into account including, vehicle speed, longitudinal and lateral acceleration, and steering speed. Above 50 mph, the spoiler assumes five different angular positions to either optimize handling stability or reduce drag.

Multi-link suspension with lightweight aluminum components

As standard, the AMG GT 43 is equipped with AMG sport suspension with high-performance aluminum shock absorbers and lightweight steel coil springs. The multi-link front axle is designed with all five links arranged entirely within the wheel. This significantly improves kinematics. A five-link space construction also guides the wheels on the rear axle.

To reduce unsprung mass, all suspension links, steering knuckles and wheel carriers on the front and rear axles of the new GT are made of forged aluminum. The multi-link concept guides each wheel with minimal elastic movements. The high camber and toe rigidity enables high cornering speeds and optimal road contact in the high cornering limit. This is reflected in excellent lateral dynamics and driving stability at high speeds, as well as in the good-natured response to external influences such as crosswinds, bumps in the road, or changes in road surface conditions.

The lightweight coil springs feature a special tempering for a lower weight without reducing performance. During the manufacturing process, the spring pad is glued to the spring. This solid connection prevents wear and tear caused by dirt and debris over the course of the vehicle's life. The spring does not corrode over its lifecycle and the maximum component load can be increased with less weight. This saves approximately 0.4 lb per spring.

Another lightweight construction measure concerns the torsion bar stabilizers on the front and rear axles of the AMG GT 43. The variable wall thickness allows for further weight reduction. The maximum wall thickness is only used where required due to the maximum load – in this case in the area of the rubber mounts.

The latest generation of AMG RIDE CONTROL suspension with adaptive adjustable damping is available as an option for the AMG GT 43. The suspension control unit uses data analysis, including acceleration and wheel travel sensors, to adjust the damping force for each wheel to suit the situation in just a few milliseconds. The driver can preselect the basic setup via the AMG DYNAMIC SELECT drive programs: at the touch of a button, the handling characteristics change, for example, from full dynamics in “Sport+” to smooth cruising in the “Comfort” setting. In addition, tuning can be adjusted in three stages independently of the drive program via a dedicated button.

AMG high-performance composite brake system

The AMG high-performance composite brake system provides excellent deceleration values and precise control. 15.4 x 1.4-inch internally ventilated and perforated brake discs with six-piston fixed calipers are mounted on the front axle, while the rear axle is fitted with 14.2 x 1-inch discs with single-piston floating calipers. The system impresses with short braking distances, sensitive response and high stability – even under extreme loads.

The composite brake discs are particularly light. Driving dynamics and turn-in behavior benefit from the reduced unsprung mass. The brake disc (made of cast steel) and brake disc pot (made of aluminum) are connected with special pins. This design saves space, which is used for even better brake cooling. The directional perforation on the brake discs saves weight and improves heat dissipation. In addition, it provides faster response in wet conditions and better pad cleaning after braking.

Five drive programs and AMG DYNAMICS: from comfortable to dynamic

The AMG DYNAMIC SELECT drive programs “Slippery,” “Comfort,” “Sport,” “Sport +” and “Individual” enable a wide range of driving characteristics – from comfortable to dynamic. Each program offers a distinctive driving experience, precisely tailored to different driving conditions.

The AMG DYNAMICS driving dynamics control system is also integrated into the AMG DYNAMIC SELECT drive programs. This expands the stabilizing functions of the ESP® with agility-enhancing interventions in the steering characteristic curve and in additional ESP® functions. When cornering at speed, for example, a brief application of the brake at the inner rear wheel generates a defined yaw moment around the vertical axis for responsive and precise steering.

Distinctive exterior design elements

The exterior design of the AMG GT 43 features a number of unique details that differentiate it from the rest of the AMG GT model series. Particularly striking is the newly designed front fascia with large air inlets across the entire width of the vehicle. Narrower front and rear fenders and the reduced track width emphasize the vehicle’s elegant character. The front fenders also feature a new trim element. The rear fascia is also unique to the AMG GT 43 with round double tailpipe trim accents.

The defining features of the AMG GT body design include the long wheelbase, short overhangs, long hood and steeply raked rear windshield give the coupe its powerful, dynamic appearance – together with the wheels that are flush with the body. 19-inch AMG alloy wheels are fitted standard. Optional 19 and 20-inch wheels are also available, in addition to 21-inch forged wheels.

The large EASY PACK trunk lid with HANDSFREE ACCESS makes loading and unloading easier. The standard 2+2 seating offers increased versatility for everyday use with foldable rear seat backrests for expanded cargo space.

Exterior design packages for greater individualization

A wide range of customization options are available for customers to tailor the AMG GT 43 to individual tastes. Three optional exterior design packages further sharpen the look of coupe – from more elegant to more dynamic:

- The AMG Exterior Chrome Package features elegant high-gloss chrome accents on the front fascia, front fenders and side sill panels.
- With the AMG Night Package, select exterior elements are finished in high-gloss black, such as the front splitter, side sill trim, exterior mirror housings and window line trim strip. Round double tailpipe trim accents in dark chrome and heat-insulating, dark-tinted rear window glass are also included. Depending on the chosen paint finish, this results in striking contrasts or flowing transitions.

- The AMG Extended Night Package features additional elements in dark chrome, including the radiator grille, badging, and a Mercedes star at the rear.

Interior design

The interior of the Mercedes-AMG GT 43 also features an exciting combination of analog geometry and digital technology. The designers call this “hyper-analog.” This is exemplified by the fully digital instrument cluster, which is integrated into a three-dimensional visor. The interior design focuses on the driver.

The center console flows into the lower section of the instrument panel. The functional and visual focal point is the 11.9-inch multimedia touchscreen. The portrait format provides numerous advantages, especially for navigation, as well as more ergonomic freedom.

The MBUX (Mercedes-Benz User Experience) infotainment system is intuitive to use and capable of learning. It offers extensive AMG-specific content in five display styles. Exclusive menu items such as “AMG Performance” or “AMG TRACK PACE” underline the sporty character.

The AMG GT 43 is equipped as standard with AMG sports seats in Nappa leather. The same applies to the optional AMG performance seats with integrated headrests and increased lateral support.

Interior trim elements are available in high-gloss black, aluminum, AMG carbon fiber, as well as dark chrome. There are also two new trim accents available in open-pore grey birch wood and open-pore brown ash wood. The AMG performance steering wheel with standard heated rim is available in Nappa leather, Nappa leather/microfiber or carbon fiber/microfiber.

Technical Data

Mercedes-AMG GT 43 Coupe

Engine		
Cylinder number/arrangement		4/inline
Displacement	cc	1,991
Output	hp	416
at	rpm	6,750
Torque	lb-ft	369
at	rpm	3,250-5,000
Compression ratio	:1	10.0
Mixture formation		Combined direct combustion and intake manifold injection, turbocharging by means of an electrically assisted exhaust gas turbocharger
Drivetrain		
Drive		Rear-wheel drive
Transmission		AMG SPEEDSHIFT® MCT 9G (automatic with wet multi-disc start-off clutch)
Gear Ratios		
1 st / 2 nd /3 rd /4 th /5 th /6 th /7 th /8 th /9 th Gear	:1	5.35/3.24/2.25/1.64/1.21/1.00/0.87/0.72/0.60
Reverse	:1	4.80
Suspension		
Front axle	AMG steel coil spring suspension with aluminum double wishbones, anti-squat and anti-drive control, lightweight coil springs and stabilizer	
Rear axle	AMG steel coil spring suspension with aluminum double wishbones, anti-squat and anti-dive control, lightweight coil springs and stabilizer	
Brake system	Hydraulic dual-circuit brake system; 15.4-inch composite brake discs, ventilated and perforated at the front, 6-piston aluminum fixed calipers; rear 14.2-inch composite brake discs, internally ventilated and perforated, 1-piston aluminum floating calipers; electric parking brake, ABS, Brake Assist, 3-stage ESP®	
Steering	Electromechanical parameter power steering with rack, variable ratio (12.8:1 at dead center) and variable power steering support	
Standard wheel size	Front: 9.5 J x 19; rear: 11 J x 19	
Standard tire size	Front: 255/45 ZR 19; Rear: 285/40 ZR 19	
Dimensions and weight		
Wheelbase	in	106.3
Front/rear track width	in	65.6/64.7
Length/height/width	in	186.1/53.3/75.9
Turning circle	ft	TBA
Trunk volume	cu-ft	11.3-23.8 (with 2+2 seating)
Curb weight	lbs	TBA
Fuel tank capacity	gal	18.5
Performance		
Acceleration 0-60 mph	s	4.5 (est.)
Top speed	mph	174 (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.

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