



Press Kit
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The new Mercedes-AMG GT

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The top of the model portfolio

The new Mercedes-AMG GT Coupe: In a nutshell

- Second generation of the AMG sports car with a new dimensional concept
- Highly dynamic driving experience paired with elevated comfort
- AMG Performance 4MATIC+ fully variable all-wheel drive, active aerodynamics, active roll stabilization and active rear axle steering equipped standard
- Spacious cabin and luggage area, optimized visibility and available 2+2 seating for everyday usability

Affalterbach. The second-generation Mercedes AMG GT Coupe is the new flagship model from Mercedes AMG. It features a highly dynamic driving experience as well as enhanced comfort and practicality for everyday use. Advanced technology such as the AMG ACTIVE RIDE CONTROL suspension with active roll stabilization, rear axle steering and active aerodynamics deliver precise handling. The sporty Coupe is also fitted with fully variable AMG Performance 4MATIC+ all-wheel drive for the first time, in combination with a Handcrafted AMG 4.0L V8 biturbo engine. The exclusive AMG sports car architecture with the elaborate composite aluminum body structure allows for the spacious interior with available 2+2 seating and ample room for luggage. As the fifth independent series after the SLS, the first generation of the two door GT, the GT 4 Door Coupe and the SL, the new Mercedes-AMG GT Coupe once again demonstrates the remarkable expertise of the Affalterbach development team.

“The new AMG GT Coupe combines highly dynamic driving characteristics and outstanding sportiness with a high level of everyday comfort. Our new GT is clearly the top-of-the-range product in our extensive portfolio and therefore not only the latest AMG brand shaper, but also a clear commitment to the sports car made in Affalterbach. With the new dimension concept, we are responding even more to the needs of our customers.”

Michael Schiebe, Chairman of the Board of Management of Mercedes-AMG GmbH, and Head of Mercedes-Benz G-Class and Mercedes-Maybach Business Units

“With the new AMG GT, we have repositioned the iconic GT design. Its sculpted shape is the continuation of our successful ‘Sensual Purity’ design vocabulary and underscores our commitment to performance luxury. The interior design draws on AMG’s high-performance sports car genes, which have been skillfully translated into the digital world and systematically developed further. The new AMG GT thus represents the evolution of a modern, iconic sports car design.”

Gorden Wagener, Chief Design Officer, Mercedes-Benz Group AG

Exterior design: The evolution of a modern, iconic sports car design

The expanded dimensional concept with available 2+2 seats offered designers completely new design options for the exterior. The long wheelbase, short overhangs and steeply raked windshield provide the new AMG GT Coupe with a compact, powerful appearance. The balanced proportions with a sleek greenhouse, voluminous wheel arches and expressive front styling signal the presence of the powerful sports car that is also suitable for everyday use. The vehicle’s profile is characterized by flowing surfaces without beads or edges, right down to the flush-mounted door handles. The sculpted rear shoulder area also contributes to the dynamic aesthetic. AMG alloy wheels, which are almost flush with the body, further emphasize power and dynamics. The active rear spoiler is seamlessly integrated into the large trunk lid.

The deep, wide AMG-specific radiator grille creates a dominant presence, while the lower air intake visually accentuates the width of the vehicle. The sporty front end also showcases power domes on the hood.

Distinctive DIGITAL LIGHT headlights, fitted standard, further underline the sports car’s unmistakable appearance. Precise graphics in the darkened interior of the headlights with brushed surfaces provide visual

depth. The daytime running light signet with the characteristic three "light dots" makes the AMG GT instantly recognizable from a distance.

The compact greenhouse with a fastback silhouette and large trunk lid allows the design of a low and sculpted back end with an active, deployable spoiler. The detailed design of the fender trim sets an accentuated contrast to the clean, flowing surfaces. The strongly pronounced shoulder gives the vehicle a perfect balance of elegance and sportiness. The flat, horizontally connected LED taillights are seamlessly integrated in the design of the AMG GT. The dark LED taillights compliment the design of the headlights with a three-dimensional "light dots" signet. These feature the running light indicator function and "Coming Home/Leaving Home" animation as standard. The expressive rear diffuser with integrated twin tailpipe accents rounds off the powerful back end.

Interior design

The interior design of the new AMG GT Coupe uses AMG's high-performance sports car DNA, which is skillfully translated into a digital world and developed further. Elegant materials, superb craftsmanship and meticulous attention to detail underscore the luxurious cabin. The cockpit design, right down to the central display in the center console, is focused on the driver and impresses with a harmonious overall look. The fully digital instrument cluster is integrated into a three-dimensional visor.

New dimensional concept provides greater space for everyday usability

The dimensional concept with available 2+2 seats offers plenty of interior space. The rear seats increase functionality for everyday use and are suitable for occupants less than five feet tall. The large EASY PACK trunk lid with HANDSFREE ACCESS makes loading and unloading easier. The luggage compartment can be expanded using the split folding rear seat backrests.

Center console with touchscreen in portrait format

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. Its portrait format offers numerous advantages, especially for navigation, as well as more ergonomic freedom. The 12.3-inch driver display can be personalized with individually selectable layouts.

The MBUX (Mercedes-Benz User Experience) infotainment system is intuitive to operate 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" also underline the sporty character.

In the AMG Performance menu, the driver can call up a wide range of data with a tap of the finger including, engine output, lateral acceleration, power distribution of the fully variable all-wheel drive, tire pressure and fluid temperatures. Wheel angles of the front and rear axles as well as oil pressure for the active roll stabilization system are also among the data that can be displayed.

Using the capacitive display button on the control bar below the central display, the driver can select various functions such as media volume, assistance systems, vehicle functions or the appropriate driving mode from "Comfort" to "RACE."

The available head-up display shows relevant information and actions three-dimension in the real driving situation and environment. The driver can choose between several style variants.

The ambient lighting frames the interior in 64 different colors. The "subtle" display style is linked to the ambient light. A total of seven background colors are available to choose from, each of which is assigned to one of the 64 colors. These include two exclusive AMG background colors.

AMG seats and upholstery

One of the many highlights of the interior is the sculptural seat design of the electrically adjustable AMG sports seats with integrated headrests. The standard sports seats offer exceptional comfort and a high level of lateral support. Perfect ergonomics and progressive stitching and seam patterns complete the symbiosis of high-tech, performance and luxury.

The optional AMG Performance seats are even sportier and also feature integrated headrests and ventilation openings in the seat backrests. The side bolsters of the optional multi-contour seats automatically narrow when the Sport, Sport+ and RACE driving programs are selected to ensure optimal lateral support at all times.

The large selection of upholstery choices also reflects the range of options – from comfortable to performance-oriented. Single and two-tone Nappa leather are also among the options, as is particularly elegant Nappa leather with diamond quilting or the sporty combination of Nappa leather and microfiber with contrasting stitching in yellow or red, alongside three massage programs for excellent long-distance comfort.

The available ENERGIZING Package Plus combines, among other things, seat functions such as massage and different lighting moods to create stimulating or relaxing interior environments.

AMG Performance steering wheel

The three rounded double spokes of the standard AMG Performance steering wheel combine strength with lightness. The steering wheel rim, which is flat at the bottom and covered in Nappa leather or Nappa leather/microfiber, can be heated as standard. It also includes a sensor mat with "hands-on" detection. If the driver does not have their hands on the steering wheel for a certain period of time, a warning cascade is started, which finally activates Active Emergency Stop Assist should the driver remain inactive.

Two AMG DRIVE UNIT steering wheel buttons are fitted standard and impress with intuitive operation, brilliant color LCD displays and modern icons. This allows important driving functions and drive programs to be controlled. The selected setting is shown on the display, which is directly integrated in the respective button. The AMG SPEEDSHIFT® MCT 9G transmission can also be shifted quickly and precisely manually using the aluminum shift paddles behind the steering wheel rim.

Body shell: lightweight composite aluminum structure

The intelligent material mix of aluminum, steel, magnesium and fiber composites enables the highest possible rigidity at a low weight. Optimized material cross-sections and sophisticated component shapes create space for the required comfort and safety equipment, sophisticated technology and large trunk volume. Further targeted measures include the aluminum shear plate on the underbody and functionally integrated struts on the front and rear end. The magnesium instrument panel and the lock bridge made of a fiber composite featuring a mixture of glass fibers and carbon also demonstrates the engineers' striving for the best possible material mix.

Active aerodynamics for balance and high efficiency

A key development focus for the new AMG GT Coupe was high aero balance, specifically, a perfect balance between low drag and reduced lift. Here, the sporty Coupe benefits from the extensive active aerodynamic elements at the front and rear. All flow-optimizing elements are seamlessly integrated into the exterior design. The aerodynamics of the AMG GT Coupe meet the complex requirements for handling stability, drag, cooling and wind noise. The aerodynamic balance optimizes driving stability at high speeds without compromising dynamic handling characteristics.

A technical highlight in the aero development is the active air AIRPANEL control system with louvers hidden behind the lower air intake in the front fascia. Normally all louvers are closed. This position reduces air resistance and makes it possible to direct the air towards the underbody, further reducing front lift. Only

when certain temperatures have been reached on pre-defined components and the demand for cooling air is particularly high do the louvers open and allow maximum cooling air flow to the heat exchangers.

The active aerodynamic element, which is concealed in the underbody in front of the engine, also contributes to the improved handling. This carbon profile is an exclusive, patented AMG development. It responds to the AMG 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 to the road and reduces front-axle lift. The driver feels this positively in the steering as the AMG GT Coupe can be steered more precisely into corners with even greater directional stability.

Another active component is the retractable rear spoiler that is seamlessly integrated into the trunk lid. It changes its 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.

An optional Aerodynamics Package is also available to further reduce front-axle lift and increase downforce on the rear axle. It features additional air deflectors on the outer air intakes and wheel arches, while at the rear, airflow is optimized by air deflectors on the rear fascia, a larger diffuser attachment and a fixed rear wing.

Handcrafted AMG 4.0L V8 biturbo engine with two twin-scroll turbochargers

The AMG GT 55 and AMG GT 63 are powered by a Handcrafted AMG 4.0L V8 biturbo engine in two performance levels. The engines are assembled entirely by hand at the company's site in Affalterbach according to the "One Man, One Engine" principle. In the AMG GT 63, the engine delivers 577 hp and 590 lb-ft of torque. Acceleration from 0 to 60 mph takes just 3.1 seconds, and the top speed is 196 mph. In the GT 55, the V8 unit produces 469 hp and 516 lb-ft of torque. The sprint from 0 to 60 mph takes 3.8 seconds, and the top speed is 183 mph.

For use in the AMG GT Coupe, the engine received a new oil pan, repositioned intercooler and active crankcase ventilation. The intake and exhaust ports have been optimized for more effective gas exchange and the exhaust gas routing for the catalytic converter and particulate filter has been enlarged. The developers achieved the additional output of the AMG GT 63 primarily through higher boost pressure and greater airflow to the engine, as well as modified engine software.

Digital and smart assembly by hand: "one man, one engine"

The engine in the AMG GT Coupe is assembled entirely by hand. In the AMG engine facility in Affalterbach, the "One Man, One Engine" principle is combined with Industry 4.0 production methods. Industry 4.0 reflects the latest findings in ergonomics, the flow of goods, quality assurance, sustainability and efficiency. Smart production is characterized by maximum flexibility, transparency and high efficiency. It assures and improves the quality of the engines and production processes with digital technologies.

Multi-clutch transmission with wet start-off clutch

The AMG SPEEDSHIFT® MCT 9G transmission combines an emotional shift experience with extremely short shift times and is specially tailored to the new AMG GT Coupe. A wet start-off clutch replaces the torque converter. This reduces weight and, thanks to its lower inertia, optimizes the response to commands from the accelerator pedal, especially during acceleration and load changes.

AMG Performance 4MATIC+ fully variable all-wheel drive

The two V8 models are equipped standard with AMG Performance 4MATIC+ fully variable all-wheel drive. The intelligent system combines the advantages of different drive concepts. The fully variable torque distribution on the front and rear axles enables the ideal balance of driving safety and traction in everyday and performance driving. Drivers can enjoy an engaging driving experience in all conditions. In the ESP® Sport and

ESP® OFF modes, the all-wheel drive power distribution is even more rear-biased. The transition from rear-wheel to all-wheel drive and vice versa takes place continuously, based on a sophisticated matrix that integrates the intelligent control into the overall vehicle system architecture.

An electromechanically controlled clutch variably connects the permanently driven rear axle to the front axle. The best possible torque distribution is continuously calculated depending on the driving situation and driver input. The new Coupe offers infinitely variable driving options – from all-wheel drive with up to 50:50 power distribution to the front and rear axles to pure rear-wheel drive. In addition to traction and lateral dynamics, the all-wheel drive also improves longitudinal dynamics for even more powerful acceleration. Drift mode makes it possible to operate the Coupe in rear-wheel drive over the entire speed range.

Multi-link front and rear axles with aluminum control arms

The new AMG GT Coupe offers a multi-link front axle with five links arranged entirely within the wheel rim. The wheel control and wheel suspension elements, which are independent of one another, enable high lateral acceleration with minimal drive influences on the steering system. A five-link space construction also guides the wheels on the rear axle.

To reduce the unsprung mass, all suspension links, steering knuckles and wheel carriers on the front and rear axles of the new AMG GT Coupe are made of forged aluminum. The multi-link concept guides each wheel with minimal elastic movements. The high camber and toe rigidity not only enables high cornering speeds, but also gives the driver optimal road contact at 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 jumps in the coefficient of friction. A particularly direct connection between the shock absorber and rear wheel carrier reduces vibrations and unwanted wheel load fluctuations. The wheel control and wheel suspension elements, which are independent of each other, enable high lateral acceleration with minimal torque steer – also a comfort feature.

AMG ACTIVE RIDE CONTROL suspension with active roll stabilization

The AMG GT 55 and AMG GT 63 are fitted standard with AMG ACTIVE RIDE CONTROL suspension with roll stabilization, specially tuned for the AMG GT Coupe. This technology reduces body roll and represents a wide range of driving modes. Active hydraulic elements replace the 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 is 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 intelligent hydraulic interconnection of the four suspension struts and the pressure regulation of the pump and control valves allow a very wide roll spring rate with reduced roll movement. Figuratively, any torsion bar from zero to stiff 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 to both comfort and driving dynamics. There is a greater spread between comfort and sport in terms of driving characteristics in the individual driving modes.

The basic principle of the suspension is the compression and rebound sides of the vehicle's individual dampers are interconnected. The compression stage of the front left damper is connected to the rebound stage of the front right damper via a hydraulic line. There is also a connection to the compression side of the

rear left damper and the rebound stage of the rear right damper via a line across the vehicle. The other sides of the damper chambers are connected to one another via a second circuit. The simplified routing of the hydraulic lines results in the shape of an "H."

In addition to the interconnection of the dampers, the system also uses other components important to its functionality. The rebound and compression sides of the dampers are directly connected to one another via an electrically controllable 2/2-way valve, known as the comfort valve. A pressure accumulator is also attached to the compression side of each damper. Both circuits are additionally connected to a central pump to ensure the hydraulic system pressure can be adjusted in both circuits. The connection between the pump and circuits is made via 2/2-way valves. Pressure sensors are integrated downstream of the valves to monitor system pressure in the respective lines. System pressure can be freely selected and thus also the amount of generated anti-roll control. The system operates on the principle: the higher the system pressure, the greater the roll resistance expected.

The system is highly efficient, as it uses the vehicle's kinetic energy to positively influence roll behavior. The hydraulics of the AMG ACTIVE RIDE CONTROL suspension also feed the optional lift system for the front axle. If necessary, the front end can be raised by 1.2 inches, making it easier to enter steep driveways or drive over speed bumps, for example. The lift system is operated via the central multimedia display or the AMG DRIVE UNIT buttons. Pressing the vehicle symbol on the control panel opens the relevant menu. Among other things, positions at which the lift system is used can be saved using GPS technology so that the front end of the vehicle raises automatically when the vehicle passes through the corresponding points again.

Rear limited-slip differential for optimized driving stability

The new AMG GT is equipped standard with an electronically controlled rear limited-slip differential on the rear axle, which ensures excellent traction and maximum driving safety in all driving conditions. It also improves handling stability at high speeds. The system operates with a fully variable locking effect in both traction and overrun mode and it is perfectly tuned to all road surface friction coefficients and is in constant communication with the vehicle's other dynamic control units.

Active rear axle steering

The AMG GT Coupe is also equipped standard with active rear axle steering. Depending on the speed of the vehicle, the rear wheels either turn in the opposite direction (up to 60 mph) or in the same direction (above 60 mph) as the front wheels. The system provides both agile and stable handling. Other benefits include easier vehicle control at the limit and less steering effort due to the more direct steering ratio at the front.

High-performance composite brake system with lightweight brake discs

The AMG high-performance composite brake system delivers deceleration values and precise control. It impresses with short braking distances, sensitive response and high stability – even under extreme loads. The composite brake discs are particularly light. Driving dynamics and steering behavior benefit from the reduced unsprung mass. The brake disc (made of cast steel) and brake disc chamber (made of aluminum) are connected with special pins. This design saves space, which is used for even better brake cooling. The directional perforation is also new. In addition to the weight saving and better heat dissipation, this solution provides faster response in wet conditions and better surface cleaning after braking.

Six drive programs and AMG DYNAMICS: from comfortable to dynamic

The six AMG DYNAMIC SELECT drive programs – "Slippery," "Comfort," "Sport," "Sport +," "Individual" and "RACE" – enable a wide range of vehicle characteristics from comfortable to dynamic. Each program offers a unique 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 ESP® with agility-enhancing interventions in vehicle functions. When cornering at speed, for example, a brief application of the brake at the inner rear wheel

generates a defined yawing moment around the vertical axis for responsive and precise steering. The spectrum ranges from extremely stable to highly dynamic.

AMG TRACK PACE: data logger for use on the racetrack

AMG TRACK PACE is featured standard on the AMG GT 55 and AMG GT 63. The software is part of the MBUX infotainment system and records more than 80 pieces of vehicle-specific data (e.g., speed, acceleration, steering angle, brake pedal actuation) ten times per second while driving on a racetrack. 40 parameters can be displayed live in the "Telemetry" screen, of which up to four can be displayed simultaneously.

In addition, lap and sector times are shown on the central multimedia display, head-up display and instrument cluster, along with additional training and analysis tools. The navigation in the head-up display shows cornering angles and braking points to help the driver to find the best racing line. The MBUX augmented reality function also enables the racing line from a saved recording to be shown on the multimedia display. This allows the driver to improve their lap times as if with a virtual instructor. Acceleration and deceleration values can also be measured and saved.

Equipment and personalization

The equipment offering and numerous options provide a wide range of possibilities for customization – from sporty and dynamic to elegant and luxurious. These includes eleven paint colors and eight new wheel designs. Five optional exterior design packages are available to further refine the look for more elegance or dynamism. The AMG GT 55 and AMG GT 63 are fitted standard with 20-inch wheels. 21-inch wheels are optionally available.

Driver assistance systems

With the help of numerous sensors, cameras and radar, driver assistance systems monitor traffic and the surroundings of the new Coupe. If necessary, these systems can intervene at lightning speed. Drivers are supported by numerous new or expanded systems – in everyday situations, for example by distance control, steering and lane changes. The systems are able to respond to impending collisions as the situation demands. The functioning of the systems is made visible by a new display concept in the instrument cluster.

The assistance display in the instrument cluster clearly and transparently shows how the driver assistance systems work in a full-screen view. The driver can see the car, lanes, lane markings and other road users such as cars, trucks and two-wheel vehicles in a spatially abstract 3D manner. The system status and operation of the assistance systems are visualized based on this depiction of the vehicle's surroundings. The new animated assistance display is based on a 3D scene generated in real time. This high-quality, dynamic display transparently shows how the driver assistance systems work in an augmented reality driving experience.

Numerous connectivity services available

With MBUX (Mercedes-Benz User Experience), customers benefit from connectivity features such as live traffic information. With the Mercedes-Benz app, the new AMG GT becomes more intelligent overall. Additional functions can be used before and after a journey or when out and about. All that is required is for the user to link the AMG GT to a Mercedes-Benz account in the Mercedes-Benz portal and accept the terms of use. Thanks to navigation with live traffic information and Car-to-X communication, customers can drive with real-time traffic data to help avoid traffic jams efficiently and save valuable time. Connected vehicles use Car-to-X communication to exchange information about traffic incidents.

Interesting facts and figures

The new Mercedes-AMG GT Coupe at a glance

The new AMG GT Coupe was created on the basis of AMG sports car architecture with a composite aluminum structure. No part of the body shell was adopted from its predecessor.

The new dimensional concept with available 2+2 seats enables muscular proportions and improves practicality for everyday use.

For the first time, the AMG GT is available with all-wheel drive: AMG Performance 4MATIC+ distributes the drive power fully variable between the front and rear wheels.

AMG ACTIVE RIDE CONTROL active roll stabilization works without anti-roll bars and offers advantages in terms of driving dynamics and comfort.

Standard active rear axle steering combines agility and stability.

The “Hey Mercedes” intelligent voice assistant can understand up to 28 languages.

At its market launch, the new AMG GT Coupe will be available in eleven paint finishes, including four metallic paints and SIX MANUFAKTUR hues.

Digitalization – eight screen designs can be displayed in the driver display.

Optional Burmester® High-End 3D Surround Sound System featuring 15 high-performance speakers delivers a system output of 1,170 watts.

Up to 23.8 cubic feet of trunk space (with backrests of available rear seats folded).

Balanced design with performance DNA

The new Mercedes-AMG GT Coupe: Exterior design

- Exterior design combines the Mercedes-Benz design philosophy of sensual clarity with AMG performance DNA
- More interior space than ever before
- Distinctive styling and exquisite details

The new dimensional concept with available 2+2 seating offered designers a whole new range of exterior design possibilities. The long wheelbase, short overhangs and steeply raked windshield with black-painted surround provide the new AMG GT Coupe with a sleek, powerful appearance. Typical AMG GT proportions such as the long hood and set back passenger compartment signal the appearance of a luxurious sports car that is also practical for everyday use. Flowing surfaces without beads or edges, right down to the flush-mounted door handles, transport the unique spirit of the iconic AMG GT into the future. The voluminous wheel arches and AMG alloy wheels flush with the body emphasize power and dynamics.

Front view: Unmistakably AMG GT, unmistakably Mercedes-AMG

The deep, wide AMG-specific radiator grille creates a dominant presence, while the lower air intake visually accentuates the width of the vehicle. The sporty front end also showcases power domes on the long hood.

Distinctive headlights DIGITAL LIGHT headlights, fitted standard, underline the car's unmistakable character. The daytime running light signet with the characteristic three 'light dots' light makes the AMG GT instantly recognizable from a distance. Precise graphics in the darkened housing of the headlamps with brushed surfaces underline the Performance luxury design.

Profile: Flowing surfaces without beads or edges

The sculpted shoulder combined with AMG alloy wheels provides a perfect balance of elegance and sportiness. The tapered side contour also emphasizes the powerful aesthetic with wide rear wheel arches. The precise detailing of the front fenders sets an accentuated contrast to the flowing surfaces, which remain seamless thanks to the flush-mounted door handles.

The new AMG GT Coupe comes standard with aerodynamically optimized 20-inch alloy wheels. Additional wheel designs in 20- to 21-inch sizes are optionally available.

Rear view: Low and powerful with integrated active spoiler

The rear contours and wide track width emphasize the width of the Coupe. The active rear spoiler is seamlessly integrated into the trunk lid. The flat, horizontal LED taillights with precise graphics are neatly integrated into the design of the AMG GT. The dark LED taillights compliment the design of the headlights with a three-dimensional "light dots" signet. These feature the running light indicator function and "coming home/leaving home" animation as standard.

Other distinctive rear design elements include the rear diffuser with four vertical fins in gloss black and integrated twin tailpipe accents.

More functionality for everyday use with available 2+2 seats and a 'hyper-analog' interior

The new Mercedes-AMG GT Coupe: Interior design

- **Elegant materials, meticulous craftsmanship and attention to detail**
- **Driver-focused interior design**
- **Completely redesigned dimensional concept with available 2+2 seats offers more interior space for everyday usability**
- **MBUX infotainment system features several AMG-specific display styles**

The new dimensional concept of the AMG GT allows for an available 2+2 seating configuration to be offered for the first time. The rear seats increase functionality everyday use and are suitable for occupants less than five feet tall. When the additional seating is not needed, the rear seat backrests can fold down, significantly expanding trunk space to as much as 23.8 cu-ft.

Aircraft-inspired instrument panel

The symmetrical instrument panel is designed as a powerful wing and structured into an upper and lower section. Among the visual highlights are four turbine air nozzles of the climate control system. Its surfaces form power domes that merge into the instrument panel. The lower part of the instrument panel flows smoothly from the center console, seamlessly connecting the two elements.

Despite its symmetry, the interior design places a clear focus on the driver. The high-resolution 12.3-inch LCD instrument cluster is integrated into a high-tech visor to prevent glare from the sun.

Center console with touchscreen in portrait format

The center console flows into the lower part of the instrument panel. The visual centerpiece of the console is the three-dimensional contoured panel, in contrast to the leather surfaces at the front and rear. The NACA duct inspired design merges into the 11.9-inch multimedia touchscreen. Its portrait format offers clear advantages, particularly for navigation, as well as more ergonomic freedom. The touchscreen visually floats between the two center climate control vents as a digital contrast to the analog design elements.

Door panels seamlessly integrated into the interior

Much like the center console, the door panel surfaces also flow from the instrument panel with detailed stitching that frames the entire interior. The design of the center door panel and door pull handle echoes that of the center console. The materials and surface finishes are repeated in the doors, creating a sense of balance in the interior. High-quality Burmester speakers with visually striking perforated metal grilles are integrated into the doors.

Sculptural seat design

The design of the standard electrically adjustable AMG sports seats skillfully plays with layers and folds. This makes the seats appear lighter and sleeker. Perfect ergonomics and progressive stitching and seam patterns complete the symbiosis of high-tech, performance and luxury. Seat heating for driver and front passenger can be controlled separately for seats and backrests. Three-stage seat ventilation is also standard.

The standard sports seats also offer outstanding comfort and lateral support. Inflatable air cushions and three massage programs for both driver and front passenger provide enhanced comfort for long journeys.

The ENERGIZING Package Plus combines, among other things, seat functions such as massage and different lighting moods to create stimulating or relaxing interior environments.

The large selection of upholstery options also reflects the range from comfortable to performance-oriented features. Customers can choose from single or two-tone Nappa leather, the particularly elegant Nappa leather upholstery with diamond quilting, or the sporty combination of Nappa leather with microfiber and contrast stitching in yellow or red.

Optional AMG Performance seats

The optional AMG Performance seats with integrated headrests are even sportier. The AMG Performance seats can be further, optionally enhanced with additional bolster adjustability and the ability to automatically tighten in the Sport, Sport+ and RACE drive programs to provide optimal lateral support at all times.

AMG Performance steering wheel in double-spoke design

The three rounded double spokes of the standard AMG Performance steering wheel combine strength with lightness. The steering wheel rim, which is flattened at the bottom, and wrapped with Nappa leather or Nappa leather/microfiber can be heated as standard. It also includes a sensor mat with “hands-on” detection. If the driver does not have their hands on the steering wheel for a certain period of time, a warning cascade is started, which finally activates Active Emergency Stop Assist should the driver remain inactive.

Visual and technical highlights include the buttons, which are seamlessly integrated into the surfaces of the horizontal double spokes. Haptic sensing aids in the area of the symbols make control easier. The left sensor surface of the upper steering wheel spokes controls the instrument cluster, while the right sensor surface controls the media display. The lower spokes contain the controls for the cruise control/DISTRONIC (left) and telephone/hands-free system/volume control (right).

The two round AMG DRIVE UNIT steering wheel buttons, fitted standard, offer intuitive operation, brilliant color LCD displays and modern icons. These can be used to control important driving functions and the drive programs. These are operated by turning the setting ring or pressing the display button. The selected setting is shown on the display, which is directly integrated into the respective button. The AMG SPEEDSHIFT® MCT 9G transmission can also be shifted precisely and quickly manually via the aluminum paddle shifters located on the left and right behind the steering wheel rim.

Intuitive operation and adaptive: The latest generation MBUX (Mercedes-Benz User Experience)

Some of the functions and operating structure of the second-generation MBUX system are the same as in the S-Class. These have been extensively supplemented or replaced by AMG-specific content and displays. There is a choice of five display styles: Classic, Sport, Supersport, TRACK PACE and Discreet. The AMG-specific Supersport style offers the option of displaying various content, including current engine data, temperature data for various vehicle components, vehicle settings and an audio/media menu. The other display styles have also been adapted to the AMG requirements.

Exclusive menu items such as “AMG Performance” or “AMG TRACK PACE” emphasize the sporty character. Standalone content includes racetrack settings, configuration of various driving parameters such as manual transmission shifting, vehicle sound, suspension settings, ESP® and active rear spoiler.

In the AMG Performance menu, the driver can access a wide range of data at the touch of a finger – from power, torque and lateral acceleration to power distribution of the all-wheel drive and the current vehicle status, including tire pressure and fluid temperatures. The driver can also view wheel angles on the front and rear axles and the oil pressure in the active roll stabilization system.

The interior is even more digital and intelligent through extensive hardware and software development. Brilliant LCD displays make it easy to control vehicle and comfort functions. The driver and central displays are perfectly coordinated. The appearance of the digital instrument cluster can be personalized with different display styles and individually selectable main views.

Using the capacitive display button on the control panel below the central display, the driver can select various functions such as media volume, assistance systems, vehicle functions or even the appropriate driving mode from “Comfort” to “RACE.”

The available head-up display contributes to relaxed driving, as the driver does not need to take their eyes off the road. It displays relevant information and actions in three-dimensionally in the real-life driving situations and surroundings.

Depending on equipment or personal taste, the ambient lighting frames the interior in 64 different colors. The “Discreet” display style is coupled with the ambient light. There are a total of seven background colors to choose from, each of which is assigned to one of the 64 colors. These include two AMG-exclusive background colors.

AMG TRACK PACE: Data logger for use on the racetrack

AMG TRACK PACE, the virtual race engineer, is equipped standard. The software is part of the MBUX infotainment system and records over 80 vehicle-specific data (e.g. speed, acceleration, steering angle, brake pedal actuation) ten times per second while driving on a racetrack. The “Telemetry” screen can display 40 parameters live, up to four at a time.

Lap and sector times are also displayed on the central multimedia display, head-up display and instrument cluster, along with additional training and analysis tools. Selected racetracks such as the Nürburgring and Spa-Francorchamps are preconfigured. It is also possible to record a driver’s own tracks. The race navigation in the head-up display shows cornering angles and braking points to help the driver to find the racing line. The line of a stored track can also be shown on the multimedia display with the MBUX augmented reality function. This allows the driver to improve their lap times as if with a virtual instructor. Acceleration and deceleration values can also be measured and stored.

AMG sports car architecture with composite aluminum structure for maximum rigidity

The new Mercedes-AMG GT Coupe: Body shell construction

- Sports car architecture developed by Mercedes-AMG
- Lightweight composite aluminum structure
- Maximum rigidity for precise driving dynamics, high level of comfort and optimum packaging
- Enables sporty body proportions

The AMG sports car architecture consists of an aluminum space frame combined with a self-supporting structure. It was created on a blank sheet of paper. Not a single component was adopted from the previous model.

The demands placed on the body shell architecture of the new AMG GT Coupe were high. The specifications called for a much more comprehensive range of features than in the predecessor series. In particular, the basic layout with 2+2 seats and the alignment with a variety of drive systems presented the developers with completely new challenges in terms of complexity. The aim to represent the driving performance typical of the Mercedes-AMG brand as well as the high standards of comfort and safety of Mercedes-Benz.

Intelligent material mix with high aluminum content and new fiber composites

The intelligent mix of aluminum, steel, magnesium and fiber composites enables the highest possible rigidity at a low weight. Optimized material cross-sections and sophisticated component shapes create space for the required comfort and safety features and the sophisticated technology. Other targeted measures include the aluminum thrust panels on the underbody and functionally integrated struts at the front and rear. The instrument carrier made of magnesium and the cover bridge made of a fiber composite material with a mixture of glass fibers and carbon also demonstrate the engineers' striving for the best possible material mix.

Cast components with customized wall thicknesses

Cast aluminum components are at the nodal points where forces come together or where functions are highly integrated, for example where large forces have to be transferred. The cast components offer the advantage of targeted force dissipation and the ability to tailor the wall thickness locally according to the loads encountered. This makes it possible to achieve the higher rigidity required at certain points, such as at the chassis mounts. In addition, only the required wall thickness is used at each point of the component. This saves weight in areas subject to less stress.

Compared to the previous model series, the torsional rigidity of the shell structure is increased by 18 percent. The transverse rigidity is 50 percent higher than the excellent value of the previous AMG GT Coupe, while longitudinal rigidity is 40 percent higher. The improved rigidity of the chassis mounts ensures very precise handling and high agility. The weight of the body shell without doors, hood and trunk lid weighs approximately 595 lbs (270 kg).

The entire vehicle concept is designed with the center of gravity as low as possible. This applies to both the low connection of the drivetrain and axles, and to the arrangement of the rigidity-relevant components of the body shell structure. Examples of this are the rigid and torque-resistant connections between the front and rear of the car and the passenger safety cell, which have been designed with the lowest possible force paths.

Quality and craftsmanship at the highest level

Modern joining techniques such as MIG welding, laser welding, self-piercing rivets, blind rivets, MIG brazing, bonded seams or flow-drilling screws and, of course, high-precision tooling raise the body shell quality to the highest level. This also applies to gap dimensions as well as radii and joint alignments. The new Mercedes-

AMG body architecture meets all internal crash requirements, which often significantly exceed the legal requirements.

Despite the high quality standards, the chassis was developed in a very short time thanks to maximum efficiency. It took less than three years from the order being placed with a team of just six people to the release for series production. The high quality of the software used in the digital development made it possible to grant approval for production of the series-production tools without a real chassis prototype. And the so-called structural validation vehicle, which is of immense importance for passive accident safety, already met the demanding internal requirements in the first real-life crash test.

The new Mercedes-AMG GT Coupe is manufactured in Bremen.

Powertrain

The new Mercedes-AMG GT Coupe: Engine, transmission and four-wheel drive

- Handcrafted AMG 4.0L V8 biturbo engine available in two performance levels
- AMG Performance 4MATIC+ all-wheel drive equipped for the first time on the AMG GT

In the AMG GT 63, the Handcrafted AMG 4.0L biturbo engine produces 577 hp and 590 lb-ft of torque over a wide rpm range from 2,500 to 5,000 rpm. The Coupe's top engine conveys absolute confidence at every engine speed. Acceleration from 0 to 60 mph in 3.1 seconds, as well as a top speed of 196 mph illustrates this. In the AMG GT 55, the V8 engine delivers 469 hp and 516 lb-ft of torque. The sprint from a standstill to 60 mph takes in 3.8 seconds, on the way to a top speed of 183 mph.

The further developed AMG 4.0-liter V8 engine uses twin turbochargers, with the two turbochargers located between the V-cylinder banks rather than on the outside. The advantages of the "hot inside V" are a compact engine design, spontaneous turbocharger response and low exhaust emissions thanks to optimal airflow to the close-coupled catalysts.

Turbochargers with twin-scroll technology are used to further improve responsiveness. Here, the turbocharger housing is divided into two parallel flow channels. Together with two separate exhaust ducts in the exhaust manifold, this makes it possible to control the exhaust gases on the turbine impeller separately. One channel is fed by the exhaust gases of the first and second cylinders of a cylinder bank, the other by the exhaust gases of the third and fourth cylinders. The aim is to prevent the individual cylinders from having mutually adverse effects on the gas cycle. This reduces exhaust-gas back pressure and improves gas exchange. The result is more power due to better cylinder filling with fresh mixture, more torque at low rpms and immediate response.

Engine features also include weight-optimized pistons, adapted air intake and intercooling and comprehensive software developments. Jet-guided gasoline direct injection with piezo injectors, an all-aluminum crankcase, four-valve technology with variable camshaft timing, air-to-water intercoolers, alternator management and ECO start/stop function have all been retained.

Special modifications for use in the AMG GT Coupe

For use in the AMG GT Coupe, the engine (known internally as the M177), received a modified oil sump, specially positioned intercoolers and active crankcase ventilation. The intake and exhaust ducts have been optimized for even more effective gas exchange, and the exhaust ducts for the catalytic converter box and fuel particulate filter have been enlarged. The developers achieved the elevated performance of the AMG GT 63 primarily through higher boost pressure and greater airflow, as well as modified engine software. The eight-cylinder engine delivers impressive performance with powerful acceleration in all engine speed ranges, combined with maximum efficiency for low fuel consumption and emissions.

Active engine mounts solve the conflicting goals of achieving the softest possible connection to the powertrain for maximum comfort and achieving the most rigid connection as possible for optimum driving dynamics by adjusting rigidity continuously and quickly to the respective driving conditions. The vehicle sensors detect driving conditions and engine vibration patterns and transmit this information to a control unit. This controls the force with which the engine is coupled to the body, thus optimizing handling. A magnetic damping fluid is pressed through an annular gap in a coil in the fluid-filled rubber mount. Currents of varying strength generate a magnetic force that regulates the flow rate, and thus the engine mount, according to information from the control unit.

Three cooling circuits for optimum temperature management

To ensure that the new Mercedes-AMG GT Coupe does not get too hot, even during the rigors of track use, three cooling circuits are used to maintain an even temperature. The high-temperature circuit cools the Handcrafted AMG 4.0L V8 biturbo engine and the two exhaust-gas turbochargers. It also supplies the heating heat exchanger for comfortable interior temperature control as required. The mechanical water pump is mounted on the engine block to save space and is driven directly and reliably by the control drive, with a pinion on the camshaft meshing with the water pump gear. The pump circulates a total of 3.25 gallons of coolant at up to 58 psi and 105 gallons per minute.

The three-row main cooling module (high-temperature radiator, low-temperature radiator, condenser), the flange-mounted intake fan and the additional radiator (for the high-temperature circuit) – mounted horizontally for a low center of gravity – are located behind the large radiator grille, centrally in front of the engine. This allows the cooling module to be supplied with a large volume of air. Thermal management is influenced not only by the three-stage thermostat and the shut-off valve (which shuts off the cooling circuit when the engine is cold, allowing the engine to reach operating temperature more quickly), but also by active aerodynamic elements such as the AIRPANEL in front of the main cooling module or the active aerodynamic element in the front underbody.

With a volume of 1.9 gallons, the low-temperature circuit is slightly smaller. It operates the intercoolers, the AMG SPEEDSHIFT® MCT 9G transmission and the engine control unit. The performance of the main radiator is supported by an auxiliary radiator in the left wheel arch. Indirect air-to-water intercooling ensures efficient charge air cooling for high performance even in difficult ambient conditions. The composite air intake box is designed to give maximum and even distribution of air across the pipes – with minimum pressure loss. The size of the intercooling components allows the charge air temperature to be kept at precisely defined levels above the ambient temperature.

The third cooling circuit is responsible for the engine oil. The oil-water heat exchanger (“oil cooler”) in the right wheel arch enables the oil to be heated up quickly. This has a positive effect on the service life of the engine and reduces consumption after a cold start. This circuit also prevents overheating and engine damage. The external oil cooler is controlled by a separate oil thermostat. The oil and water pipes are made of aluminum instead of steel, which helps to reduce weight.

Digital and smart factory production: “One man, one engine”

The engine is assembled entirely by hand. At the AMG engine plant in Affalterbach, the “one man, one engine” principle is combined with Industry 4.0 manufacturing methods. This is designed according to modern knowledge of ergonomics, flow of goods, quality assurance, sustainability and efficiency. Smart production is characterized by maximum flexibility, transparency and high efficiency. In doing so, it uses digital technologies to safeguard and improve the quality of engines and production processes.

Short shift times, high efficiency: The AMG SPEEDSHIFT® MCT 9 G transmission

The AMG SPEEDSHIFT® MCT 9G transmission (MCT = multi-clutch transmission) is specially tuned for the AMG GT. A wet start-off clutch replaces the torque converter. It reduces weight and, thanks to its lower inertia, optimizes response to accelerator commands, especially during spurts and load changes. The meticulously tuned software guarantees extremely short shift times, as well as rapid multiple downshifts, if required, and delivers a particularly emotionally appealing gearshift experience thanks to the throttle blip function in the “Sport” and “Sport+” drive programs. Defined ignition adjustments enable even faster gear changes than in the other modes. In all driving programs, the vehicle starts in first gear to ensure a dynamic driving experience. In addition, the RACE START function is used, which provides optimum acceleration from a standstill.

The highlights of the transmission are:

- Adaptation of the shift characteristics to the selected AMG DYNAMIC SELECT drive program
- In manual “M” mode, the transmission responds directly and precisely to the driver’s manual shift commands and implements them in an instant
- The temporary “M” mode allows an immediate change to manual “M” mode – simply by using the shift paddles
- Automatic throttle blipping function when downshifting. This effect is automatically active in “Sport,” “Sport+” and “RACE” drive programs
- The ECO start/stop function is automatically activated in the “Comfort” drive program

Fully variable all-wheel drive AMG Performance 4MATIC+

Both the GT 63 and GT 55 are equipped standard with the AMG Performance 4MATIC+ fully variable all-wheel drive. The intelligent system combines the advantages of different drive concepts. The fully variable torque distribution on the front and rear axles enables the maximum driving safety and traction in everyday driving and performance driving. Drivers can enjoy an engaging driving experience in all conditions. In the ESP® Sport and ESP® OFF modes, the all-wheel drive power distribution is even more rear-biased. The transition from rear to all-wheel drive and vice versa takes place continuously on the basis of a sophisticated matrix that integrates the control algorithms into the entire vehicle system architecture.

An electromechanically controlled clutch variably connects the permanently driven rear axle to the front axle. The best possible torque distribution is continuously calculated depending on the driving situation and driver input. The new AMG GT Coupe offers infinitely variable driving options – from all-wheel drive with a power distribution of up to 50:50 on the front and rear axles to pure rear-wheel drive. In addition to traction and lateral dynamics, all-wheel drive also improves longitudinal dynamics for even more powerful acceleration. Drift mode makes it possible to operate the Coupe in rear-wheel drive over the entire speed range.

Multi-link front axle and active roll stabilization

The new Mercedes-AMG GT Coupe: Suspension

- Multi-link front axle with five control arms arranged entirely inside the wheel rim to significantly improve kinematics
- Independent wheel control and wheel suspension elements enable high lateral acceleration with minimal drive influence on the steering system
- Wheels on the rear axle also guided by a five-link design
- AMG ACTIVE RIDE CONTROL suspension with active roll stabilization fitted standard

To reduce the unsprung mass, all suspension links, steering knuckles and wheel carriers on the front and rear axles of the new AMG GT Coupe are made of forged aluminum. The multi-link concept guides each wheel with minimal elastic movements. The high camber and toe rigidity not only enables high cornering speeds, but also gives the driver optimal road contact at 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 jumps in the coefficient of friction. A particularly direct connection of the shock absorber to the rear wheel carrier reduces vibrations and undesirable wheel load fluctuations. The wheel control and wheel suspension elements, which are independent of each other, enable high lateral acceleration with minimal torque steer – also a comfort feature.

The lightweight coil springs are a new development. A special heat treatment enables a reduction in weight without compromising performance. The spring pad is bonded to the spring first in the production process. This firm connection prevents wear and tear caused by contaminations such as dirt or sand over the course of the vehicle's life. The spring does not corrode over the life cycle and the maximum component load can therefore be increased with lower weight. This saves around 0.4 lb (0.2 kg) per spring.

Even more comfort and sportiness: Adaptive damping with two valves

Adaptive AMG adjustable damping works with two pressure relief valves per damper. These continuously variable control valves allow a much wider distribution of damping forces. One valve controls the rebound damping, i.e. the force generated when the wheel rebounds, and the other controls the compression damping when the wheel compresses. The rebound and compression damping are controlled independently. This means that the soft characteristic of the shock absorber has been reduced and the hard characteristic has been made more pronounced. As a result, the body responds more sensitively to impacts and isolates inputs from the road. At the same time, the more refined control of the rebound and compression valves (stepless and independent) stabilizes the body in the best possible way. This technology not only enhances comfort, but also makes driving dynamics even sportier.

The chassis control unit uses data analysis – including data from acceleration and wheel path sensors – to adjust the damping force for each wheel to the situation in just a few milliseconds. Thanks to the use of two adjustable valves, the damper is able to adjust the damping force in all areas of wheel vibration. Thanks to the valve's special design, the damper responds quickly and sensitively to changing road surfaces and driving conditions.

The driver can select the basic set-up via the AMG DYNAMIC SELECT programs. At the touch of a button, for example, the handling characteristics change from full dynamics in “Sport+” to smooth cruising in the “Comfort” setting. In addition, the tuning can be adjusted in three stages independently of the drive program via a dedicated button.

AMG ACTIVE RIDE CONTROL suspension with hydraulic active roll stabilization

The new AMG GT Coupe also features the innovative AMG ACTIVE RIDE CONTROL suspension. Active hydraulic elements replace the conventional mechanical torsion bar stabilizers. These compensate for the rolling motion of the AMG GT in fractions of a second. The adaptive shock absorbers are also fitted with two hydraulic connections. One of them is located on the compression side of the damper, the other on the rebound side. The control valves of the adaptive dampers connect directly to the damping chambers on all four wheels and to the lines.

The intelligent hydraulic interconnection of the four suspension struts and the pressure regulation of the pump and switching valves allow a very wide roll spring rate with reduced rolling movements at the same time. Figuratively, any torsion bar from zero to stiff can be realized automatically. In everyday life, this increases comfort 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 characteristics of the driving behavior in the individual driving programs can be spread more between comfort and sport.

All dampers are hydraulically connected

The basic principle of the chassis is that the compression and rebound sides of the vehicle's individual dampers are interconnected. The compression stage of the front left damper is connected to the rebound stage of the front right damper via a hydraulic line. There is also a connection to the compression side of the rear left damper and the rebound stage of the rear right damper via a line across the vehicle. Analogously, the other sides of the damper chambers are connected to one another via a second circuit. The simplified course of the hydraulic lines results in the shape of an "H."

In addition to the interconnection of the dampers, other components that are important for the function are used in the system. The rebound and compression sides of the dampers are directly connected to each other via an electrically controllable 2/2-way valve, known as the comfort valve. A pressure accumulator is also attached to each of the damper compression sides. Both circuits are additionally connected to a central pump. It ensures that the hydraulic system pressure can be adjusted in both circuits. The connection between the pump and the circuits is made via 2/2-way valves. Pressure sensors are integrated downstream of the valves to monitor system pressure in the respective lines. System pressure can be freely selected and thus also the size of the generated anti-roll control. The system operates on the principle: the higher the system pressure, the greater the roll resistance expected.

The system works very efficiently as it uses the vehicle's existing kinetic energy to positively influence roll behavior. The hydraulics of the AMG ACTIVE RIDE CONTROL suspension also feed the optional lift system for the front axle. If necessary, the front end can be raised by 1.2 inches, making it easier to enter steep driveways or drive over speed bumps, for example. The lift system is operated via the central multimedia display or via the AMG DRIVE UNIT buttons. The corresponding menu opens after pressing the vehicle symbol on the control bar. Among other things, positions at which the lift system is used can be saved using GPS technology so that the front end of the vehicle raises automatically when the corresponding points are passed again.

Limited-slip rear differential for optimized handling stability

The new AMG GT comes standard with an electronically controlled limited-slip differential on the rear axle, which ensures outstanding traction and maximum driving safety in all driving conditions. It also improves handling stability when changing lanes at high speeds. The system operates with a fully variable locking effect

in both traction and overrun modes. It is perfectly tuned to all road friction coefficients and communicates constantly with other dynamic control units.

AMG high-performance composite brake system for short braking distances

The AMG high-performance composite brake system guarantees excellent deceleration values and precise control. It impresses with short braking distances, sensitive response and high stability – even under extreme loads.

Composite brake discs are particularly light. Driving dynamics and steering behavior benefit from the reduced unsprung mass. The brake disc (made of cast steel) and brake disc chamber (made of aluminum) are connected with special pins. This design saves space, which is used for even better brake cooling. The directional perforation is also new. In addition to the weight saving and better heat dissipation, this solution provides faster response in wet conditions and better surface cleaning after braking.

Ventilated and perforated composite brake discs measure 15.4 x 1.4 in (390 x 36 mm) at the front, with 6-piston fixed calipers, and 14.2 x 1 in (360 x 26 mm) at the rear, with single-piston floating calipers.

An optional AMG high-performance ceramic composite brake system will be available with brake discs measuring 16.5 x 1.5 in (420 x 39 mm) at the front and 14.2 x 1.3 in (360 x 32 mm) at the rear. This provides even more weight than the standard brake system. The ceramic discs can withstand extreme loads and keep stopping distances permanently short – ideal for use on the racetrack. The bronze finish of the brake calipers makes them instantly recognizable as high-performance components. All pads are copper-free and therefore more environmentally friendly.

Agility and stability

The new Mercedes-AMG GT Coupe: Active rear axle steering

- Depending on vehicle speed, the rear wheels steer either in the same direction or opposite of the front wheels
- Enables agile and stable handling
- Easier vehicle control at the handling limits
- Less steering effort because the front-wheel steering ratio is more direct

At the heart of the system are two electromechanical steering actuators (electric motors with spindle drive), which are not mechanically connected to the steering wheel. These replace the conventional control arms on the rear axle. This electronically controlled “by-wire” system adjusts the rear wheels within a predefined characteristics map. The toe angle changes in one direction by up to 2.5 degrees at the rear wheel.

Below 60 mph, the rear wheels turn in the opposite direction of the front wheels. This virtually shortens the wheelbase, which in turn results in significantly more agile turn-in, less steering effort and improved maneuverability. For example, the turning circle is noticeably reduced when turning or parking.

At speeds above 60 mph, the rear wheels turn in parallel to the front wheels (maximum steering angle of 0.7 degrees). This virtual extension of the wheelbase has a positive effect on driving stability, leads to a faster build-up of lateral force when changing direction, allowing the vehicle to respond more directly to steering commands.

Active rear axle steering not only improves cornering, it also assists the driver in the event of sudden evasive maneuvers and thus enhances active safety, making the GT easier to control at the limits.

Response characteristics also depend on the AMG DYNAMIC SELECT drive program selected. In Sport+, for example, the rear axle steering provides an even more agile response and more direct at lower speeds.

Wide range of vehicle characteristics

The new Mercedes-AMG GT Coupe: AMG DYNAMIC SELECT driving programs

- Six AMG DYNAMIC SELECT driving programs enable a wide range of vehicle characteristics
- Drive system: Change of accelerator pedal characteristic curve, shift times and times in the Reduced, Moderate, Sport or Dynamic versions
- AMG DYNAMICS: Agility functions such as all-wheel control, all-wheel drive, steering characteristic and ESP®; additional functions in the Basic, Advanced, Pro or Master modes
- Exhaust system: Sound and character for sound functions Balanced or Powerful
- Suspension: Comfort, Sport, Sport+ modes

The individual driving modes offer an individual driving experience, precisely tailored to different driving conditions and driver preferences:

- “Slippery”: Optimal tuning for slippery and icy road conditions with reduced power application and flat torque curve. Smooth gear changes and earlier upshifting support the driving impression characterized by stability.
- “Comfort”: Comfortable and fuel-efficient driving thanks to very early upshifts. Suspension and steering are set up for an emphasis on comfort. In addition, the ECO start/stop function is active here.
- “Sport”: Sporty character through more agile response to accelerator pedal commands, shortened shift times, earlier downshifts and the emotional gear changes through throttle blipping. A more dynamic suspension and steering set-up.
- “Sport+”: Extremely sporty characteristics thanks to an even more agile throttle response, increased acoustic emphasis on throttle blipping during downshifts as well as selective torque control on upshifts with cylinder suppression for optimal shift times. Increased idle speed for faster starting. An even more dynamic set-up for suspension, steering and powertrain.
- “RACE”: For highly dynamic driving on cordoned-off racetracks. In this mode, all the parameters are configured for maximum performance.
- “Individual”: Makes it possible to select and store individual parameters according to personal preferences. In addition, gliding mode is also available in the “Reduced” and “Moderate” drive settings.

AMG DYNAMICS: More agility with high stability

As a feature of the AMG DYNAMIC SELECT driving modes, the AMG GT also features AMG DYNAMICS. This integrated vehicle dynamics control expands the stabilizing functions of ESP® to include agility interventions in vehicle functions. When cornering at speed, for example, a brief brake intervention on the inside rear wheel generates a defined yawing motion around the vertical axis for responsive and precise steering. The spectrum ranges from extremely stable to highly dynamic.

The AMG DYNAMICS symbol with the corresponding add-on is shown on the multimedia display when driving modes are selected.

- “Basic” is assigned to the “Slippery” and “Comfort” driving modes. The Coupe exhibits very stable handling here with high yaw damping.
- “Advanced” is activated in the “Sport” mode. The AMG GT models remain neutrally balanced. Lower yaw damping, lower steering angle requirements and increased agility support dynamic maneuvers such as driving on winding roads.
- “Pro” is part of the “Sport+” program. In “Pro” the driver receives even more assistance for dynamic driving maneuvers while agility and feedback from the road when cornering are further enhanced.
- “Master” is coupled with the “RACE” drive program. “Master” mode is aimed at drivers who want to experience dynamism and driving enjoyment on racetracks and closed courses. “Master” offers a

vehicle balance with slight oversteer, requires a low steering angle and offers a more agile steering response. In this way, “Master” ensures maximum agility and fully exploits the car's dynamic potential. To activate to “Master” mode, the driver must use the separate button on the center console to switch ESP® to ESP® SPORT handling mode or ESP® OFF.

In the “Individual” drive program, the driver can set the AMG DYNAMICS levels “Basic,” “Advanced,” “Pro” and “Master” themselves.

Active aerodynamics for greater balance and efficiency

The new Mercedes-AMG GT Coupe: Aerodynamics

- A key focus of development was high aerodynamic efficiency – a perfect balance between low drag and reduced lift
- Active aerodynamic elements at the front and rear are seamlessly integrated into the exterior design

Handling stability, drag, cooling and wind noise: The aerodynamics of the new AMG GT Coupe meet complex requirements. An even aero balance can defuse critical driving situations, such as a sudden evasive maneuver at high speed. At the same time, it contributes to easier drivability, greater handling stability at high speeds, improved efficiency and reduced wind noise.

The three-dimensionally modeled front fascia with front splitter not only reduces lift to the desired level, but also helps to direct airflow to and from the cooling modules. In addition, the cooling airflow from the aerodynamically shaped brake air ducts improves braking performance. The large area of underbody cladding ensures an optimum exhaust airflow from the oil cooler in the underfloor area, and effective airflow to the rear diffuser.

AIRPANEL active air control system

Another technical highlight is the active AIRPANEL air control system. It operates with louvers concealed behind the lower part of the radiator panel and the air intake in the front fascia. The louvers are electronically controlled and can be opened and closed with servo motors to direct the airflow as needed to improve aerodynamic performance.

Normally, the louvers are closed – even at high speeds. This position reduces drag and allows the air to be directed towards the underbody to further reduce front lift. Only when certain temperatures are reached on predefined components and the demand for cooling air is particularly high do the louvers open and allow maximum cooling air to flow to the heat exchangers. This requires highly intelligent and fast control.

Active rear spoiler with intelligent operating strategy

The same applies to another active component of aerodynamics – the retractable rear spoiler seamlessly integrated into the vehicle's silhouette. It changes its position depending on driving status. The control software takes numerous parameters into account, including driving speed, longitudinal and lateral acceleration and steering speed.

The spoiler adopts five different angular positions above 50 mph to either optimize handling stability or reduce drag. If the system detects dynamic driving, the spoiler moves into the steepest position, ensuring dynamic and safe handling.

- 0 position (retracted), -11 degree angle, 0-50 mph: The rear spoiler, which is fully integrated into the design of the trunk lid, ensures a clean look when stationary and at low speeds. The adjustment mechanism is protected from dirt or foreign objects when parked.
- Position 1, +6-degree angle, 50-87 mph: In this position, the new AMG GT Coupe has the lowest drag (lower than in position 0), for best possible efficiency and low fuel consumption.
- Position 2, +11-degree angle, 87-99 mph: optimal balance between low drag and handling stability from the medium road speed range.
- Position 3, +17-degree angle, 99 mph – top speed: optimal balance between low drag and handling stability right up to the vehicle's top speed.
- Position 4, +22 degree angle, dynamic position, 75 mph – top speed, with high dynamic driving recognized by the vehicle: maximum lateral dynamics with greatest possible downforce providing for

the best-possible roadholding. Simultaneously the greatest handling stability. The spoiler can also extend into this position independently of the driving situation when the driver presses the display button on the steering wheel.

Active aerodynamic profile in the underbody

The active aerodynamic profile, concealed in the underbody in front of the engine, also contributes significantly to improved handling. The carbon element, which weighs approximately 4.4 lbs (2 kg), responds to the position of the AMG DYNAMICS and automatically extends downwards by approximately 1.6 in (40 mm) at a speed of 62 mph in Basic/Advanced or 50 mph in Pro/Master. This significantly changes the airflow at the underbody. This process results in what is known as the Venturi effect, which additionally “sucks” the vehicle onto the road and reduces the front-axle lift by around 110 pounds (50 kg) at 155 mph. The driver feels this positively in the steering, even at lower speeds. The new AMG GT can be steered even more precisely into bends and tracks even more stably. Especially when turning in quickly and under high lateral acceleration, the Coupe delivers far more agile response and always remains easy to control. In addition, the drag coefficient is improved.

When the electrically operated profile is extended, the engine radiator’s exhaust outlet in the front opens to direct the airflow towards the rear diffuser. This ensures an optimum flow as well as increases handling stability of the rear axle and lowers the temperature of hot spots at the rear area. At the same time, the aerodynamic refinements improve brake cooling by directing the cold air to the brake discs. To protect against damage, the active component is spring-mounted and can therefore easily deflect upwards if the vehicle drives over a bump.

In addition, the active element enhances the effect of the AIRPANEL active air control system. When the movable blinds are closed, lift at the front axle is reduced even further. The aerodynamic profile on the underbody can be extended when stationary (to clean it of leaves, for example) and is then automatically retracted when driving off. When the speed limit is reached, the profile extends again automatically.

Aerial wheels reduce drag and weight

Aerodynamically optimized 20- and 21-inch alloy wheels, which reduce air resistance by creating less turbulence. Particularly sophisticated are the 20-inch wheels with aero rings, which save weight.

The low level of wind noise contributes significantly to the hallmark Mercedes long-distance comfort. Effective sealing systems and sophisticated aeroacoustics ensure a high level of suitability for everyday use. The measures for the exterior mirrors, side windows and rear window make an important contribution to active safety.

Optional Aerodynamics Package

An optional Aerodynamics Package is also available. It includes additional front flics on the outer air intakes and wheel arches. At the rear, airflow is optimized with side flics on the rear apron, a larger diffuser panel and a fixed rear wing. The Aerodynamics Package is designed to reduce the lift at the front axle and increases the downforce at the rear axle.

Wide range of design options for individualization

The new Mercedes-AMG GT Coupe: Personalization

- Equipment details and numerous options offer a wide range of personalization – from sporty and dynamic to elegant and luxurious
- Numerous 20- to 21-inch wheel designs
- Exterior design packages further sharpen the look of the AMG GT

For 2024, the Mercedes-AMG GT is available in eleven attractive paint finishes. In addition to solid Sun Yellow, the color palette also includes the highly exclusive MANUFAKTUR finishes – MANUFAKTUR Alpine Grey, MANUFAKTUR Moonlight White Metallic, MANUFAKTUR Moonlight White Magno, MANUFAKTUR Patagonia Red Metallic, MANUFAKTUR Starling Blue Magno and MANUFAKTUR Hyper Blue Magno. Cirrus Silver, Obsidian Black, Selenite Grey and Starling Blue Metallic finishes are also available.

The new AMG GT Coupe comes standard with 20-inch AMG Aero Twin 10-Spoke alloy wheels. Other wheel choices include optional aerodynamically optimized 20-inch AMG Multi-spoke wheels, along with AMG Twin 5-Spoke, AMG Forged Cross-Spoke and AMG Forged Split 5-Spoke 21-inch wheels.

Exterior design packages for an even more elegant or sportier look

Exterior design packages are available for the new AMG GT Coupe to further refine the look in terms of elegance or dynamism.

- The AMG Chrome Package exterior includes refined accents in chrome on the front fascia, front mudguards and side sill trims
- As part of the AMG Night Package, select exterior elements such as the front splitter, side sill trims and mirror caps come finished in gloss black. Added to this are black chrome tailpipe trims. Depending on the choice of paint finish, this results in striking contrasts or flowing transitions.
- The AMG Carbon Fiber Package features lightweight carbon fiber components, a nod to the vehicle's performance DNA. The carbon parts include the front splitter, exterior mirror housings and rear diffuser. Added to this are black chrome tailpipe trims.
- The AMG Aerodynamics Package consists of the front fascia with flics on the air intakes and wheel arches in gloss black, rear fascia with flics on the side air outlets in gloss black, rear diffuser panel in gloss black and fixed AMG rear wing in gloss black.

Interior upholstery and trims

The interior of the new AMG GT Coupe features high-quality materials and carefully selected colorways. The standard Nappa leather is available in Black, Sage Grey/Black, Red Pepper/Black and Sienna Brown/Black. The optional upholstery in MANUFAKTUR Macchiato Beige/Titanium Grey, MANUFAKTUR Tartufo Brown/Black or Crystal White/Black adds a particularly exclusive touch. The optional AMG Performance seats can also be upholstered with a combination of Nappa leather/microfiber with yellow or red stitching.

In addition to the standard Black Piano Lacquer trim, AMG Aluminum, AMG Carbon Fiber and AMG Dark Chrome trims are also available. The AMG Performance steering wheel with heating as standard is available in Nappa leather, Nappa leather/microfiber or microfiber/carbon fiber design.

Helpers in the background

The new Mercedes-AMG GT Coupe: Driver assistance systems

- With the help of numerous sensors, cameras and radar, the driver assistance systems monitor traffic and the vehicle's surroundings
- In the event of danger, the systems help to react appropriately to an impending collision
- A display concept in the instrument cluster illustrates how the assistance systems work

The assistance display in the instrument cluster shows comprehensibly and transparently how the driving assistance systems work in a full-screen view. The driver can see their car, lanes, lane markings and other road users such as cars, trucks and two-wheelers in an abstracted 3D way there. The system status and operation of the assistants are visualized in this depiction of the surroundings. The new animated assistance display is based on a 3-D scene generated in real time. This dynamic, high-quality representation makes the operation of the driving assistance systems transparent as a tangible augmented reality experience.

The most important system innovations in the new AMG GT Coupe are as follows:

ATTENTION ASSIST

This system included as standard is able to recognize typical signs of driver drowsiness and inattention and displays a warning message prompting the driver to take a break.

Active Distance Assist DISTRONIC

This intelligent system can automatically maintain the preselected distance to vehicles ahead on all road types. New features include:

- Collision-preventing response to stationary road users at up to 62 mph (previously 37 mph)
- Selection of DISTRONIC dynamics in MBUX, independently of DYNAMIC SELECT

Active Steering Assist

This helps the driver to stay in lane at speeds up to 130 mph. New features include:

- Lane detection additionally 360-degree camera
- Significantly improved availability and performance on curves on country roads
- Improved lane centering on highways
- Situation-specific off-centered driving

Traffic Sign Assist

In addition to conventionally signposted speed limits, this recognizes signs at roadworks.

Active Lane Keeping Assist

In a speed range of 37 to 155 mph, Active Lane Keeping Assist uses a camera to detect when road markings or road edges are crossed, helping the driver to avoid leaving the driving lane unintentionally. The system also intervenes if there is a danger of collision with detected road users in the adjacent lane, e.g. with overtaking or oncoming vehicles. New features include:

- Reaction to the edges of the roadway, such as a patch of grass
- Particularly intuitive steering intervention
- Adjustment of sensitivity via a menu (early, medium, late)

Active Lane Change Assist

Active Lane Change Assist cooperatively assists the driver in changing to the adjacent lane. The lane change to the left or right is only supported if, according to the sensor system, the adjacent lane is separated from

your own by a broken lane marking and no vehicles have been detected in the relevant safety zone. New features include:

- Longer search phase (15 seconds instead of 10 seconds depending on the country) during which a lane change can take place
- Higher lateral dynamics (market-dependent)

Active Emergency Stop Assist

Active Emergency Stop Assist brakes the vehicle to a standstill in its own lane if it recognizes that the driver is no longer responding to the traffic situation for a longer period. This works in the new AMG GT even if Active Distance Assist DISTRONIC with Steering Assist is not switched on. A further innovation: belt tensioning and braking jerk as a final signal of impending braking action

Active Brake Assist with intersection function

Active Brake Assist uses the on-board sensors to register whether there is a risk of collision with vehicles travelling ahead, crossing or oncoming. The system can give the driver a visual and audible warning if a collision appears imminent. If the driver's braking response is too weak, the system can also assist by increasing the brake pressure as the situation demands, and also initiate autonomous emergency braking if the driver fails to respond. New features include:

- Turning function (including pedestrians crossing when turning)
- Extension of the cross-traffic function to interurban routes (up to 75 mph or instead of 45 mph)
- Warning and braking for oncoming traffic

Active Blind Spot Assist and exit warning function

Active Blind Spot Assist can give a visual warning - and if the indicators are operated also an audible warning - of potential lateral collisions in a speed range from around 6 to 125 mph. If the driver ignores the warnings and still tries to change lane, the system can take corrective action by one-sided braking intervention at the last moment if the speed exceeds 19 mph. When the vehicle is stationary, the exit warning function can warn against exiting because a vehicle (or even a bicycle) is passing within the critical area. This function is available when the vehicle is stationary and up to three minutes after the ignition is switched off. New features include:

- Reinforcement of the warning by the active ambient lighting (including the exit warning)
- Thanks to the cameras of MBUX Interior Assistant, a danger warning can be given even if the driver or front passenger merely moves a hand towards the door handle

DIGITAL LIGHT

The revolutionary DIGITAL LIGHT headlight technology is standard on the AMG GT. It enables innovative functions such as the projection of auxiliary markings or warning symbols onto the road. DIGITAL LIGHT features a light module in each headlight with three powerful LEDs, whose light is refracted and directed by 1.3 million micromirrors. This means that the resolution is over 2.6 million pixels per vehicle. The micromirrors are mounted on a surface the size of a thumbnail. A control unit with a powerful graphics computer generates a permanent video stream to the mirrors via an HDMI-like connection. In this way, DIGITAL LIGHT adopts the technology of video projection. The innovative headlight can be recognized by its concave lens.

High Beam Assist is highly accurate when masking oncoming traffic or road signs. The light/dark boundaries and light distribution of all other adaptive light functions are also displayed with significantly improved precision, optimizing illumination in fog, highways or city light, for example.

PRE-SAFE® preventive occupant protection

The AMG GT Coupe comes standard with the unique PRE-SAFE® preventive occupant protection. In dangerous situations, for example, PRE-SAFE® tightens the seat belts of the driver and front passenger as a

precaution or moves the front passenger seat to a position more favorable for a possible collision. PRE-SAFE® uses the sensor technology of other systems such as ESP® or driver assistance systems for this purpose.

Child safety is also a priority. Child seat attachments according to the i-Size standard with Isofix anchorages and Top Tether are located on the rear seats and on the front passenger seat. Where markets allow, to ensure that the front passenger airbag is deactivated for safety reasons when small passengers act as co-pilots, an automatic child seat recognition system is installed on the front passenger seat: a mat integrated into the seat surface detects whether a child seat is fitted based on the weight distribution. Special child seats with transponders are therefore not required.

Digital services

The new Mercedes-AMG GT Coupe: Connectivity

- MBUX infotainment system provides a wide range of intuitive operating options and many digital services
- Intuitive operation via touchscreen or touch control buttons on the steering wheel and smartphone integration with Apple CarPlay and Android Auto

In conjunction with MBUX, customers already have access to connectivity services such as Live Traffic Information. With the Mercedes-Benz app, however, the new AMG GT becomes even more intelligent overall. Additional functions can be used before and after the journey or while on the road. All that is required is to link the Coupe to a Mercedes-Benz account in the Mercedes-Benz portal and accept the Terms of Use.

The Mercedes-Benz app offering is extensive and ranges from maintenance management and remote controls to car park information. For example, the Coupe recognizes when maintenance is required and automatically sends a message to the Mercedes-AMG service partner stored by the customer. The latter can prepare a quotation for the upcoming maintenance work and send it to the customer on request. With the remote vehicle status query, the customer can check important data of their vehicle such as fuel level or tire pressure at any time from the comfort of their home or office.

With remote door locking and unlocking, the vehicle can be locked and unlocked or checked to see if the vehicle is locked via the Mercedes-Benz app. This is also possible from anywhere and at any time. This service includes a password entry when opening the vehicle, which can reduce the risk of third-party access to the vehicle. Furthermore, the customer can be informed by e-mail that their vehicle has been unlocked remotely. Other functions include, for example, vehicle location via GPS and geographic vehicle monitoring (geofencing).

Effectively avoid traffic jams and save time

Thanks to navigation with Live Traffic Information and Car-to-X communication, the customer drives with real-time traffic data. This way, traffic jams can be avoided efficiently, and valuable time can be saved. Thanks to Car-to-X communication, connected vehicles exchange information about traffic events. Early information about danger spots - when the hazard warning lights are switched on, for example - increases safety. Regular online updates of the navigation map ensure that it is always up to date.

Destinations can also be entered as 3-word addresses based on the what3words system (w3w). what3words is the simplest way of specifying a location. The world is divided into three-by-three meter squares here. Each square has a unique, distinctive address consisting of three words. This gives an address to any location on earth – even where there are no postal addresses. This can be of great help when searching for destinations.

With the "Hey Mercedes" voice assistant, MBUX functions can be used and questions can also be asked, for example, about the weather or restaurants. Predefined phrases are not required. The system understands simple colloquial language. For example, "Where can I get a burger nearby?" and "Do I need an umbrella today?" The results of the online search for restaurants or hotels, for example, can be used as a destination in the navigation. In conjunction with the "Internet in the Car" service, a Wi-Fi hotspot can be set up or other services such as Internet radio and music streaming can be used.

Technical specifications

Mercedes-AMG GT 63 Coupe

Engine		
Number of cylinders/arrangement		8/V
Displacement	cc	3,982
Output	hp	577
at engine speed	rpm	5,500-6,500
Torque	lb-ft	590
at engine speed	rpm	2,500-5,000
Compression ratio	:1	8.6
Mixture formation		Microprocessor-controlled gasoline injection, twin turbochargers
Drivetrain		
Drive system		AMG Performance 4MATIC+ fully variable all-wheel drive
Transmission		AMG SPEEDSHIFT® MCT 9G (automatic transmission with wet multi-disc start-off clutch)
Ratios		
1st / 2nd / 3rd / 4th / 5th / 6th / 7th / 8th / 9th 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 ACTIVE RIDE CONTROL suspension with semi-active anti-roll stabilization, aluminum double wishbones, anti-dive control, coil springs and adaptive adjustable damping	
Rear axle	AMG ACTIVE RIDE CONTROL suspension with semi-active anti-roll stabilization, aluminum double wishbones, anti-dive control, coil springs and adaptive adjustable damping	
Brake system	Dual-circuit hydraulic brake system; Front: 15.4 in (390 mm) internally ventilated and perforated composite brake discs, 6-piston aluminum fixed caliper; Rear: 14.2 in (360 mm) internally ventilated and perforated composite brake discs, 1-piston aluminum floating caliper; electric parking brake, ABS, Brake Assist, 3-stage ESP*	
Steering	Electromechanical speed-sensitive power steering with rack and pinion, variable steering ratio (14.4:1 at dead center) and variable power assistance. Rear axle steering with up to 2.5° wheel angle	
Standard wheel size	front: 10.5Jx 20 ET42; rear: 11Jx 20 ET33	
Standard tire size	front: 295/30 ZR 20; rear: 305/30 ZR 20	
Dimensions and weight		
Wheelbase	in	106.3
Front/rear track	in	66.3 / 66.4
Length/height/width	in	186.1 / 53.3 / 78.1
Turning circle	ft	41.2 (wall-to-wall)
Trunk capacity	cu-ft	11.3-23.8
Curb weight	lbs	4,343
Fuel tank capacity	gal	18.5
Performance		
Acceleration 0-60 mph	s	3.1 (est.)
Top speed	mph	196 (electronically limited)

Technical specifications

Mercedes-AMG GT 55 Coupe

Engine		
Number of cylinders/arrangement		8/V
Displacement	cc	3,982
Output	hp	469
at engine speed	rpm	5,500-6,500
Torque	lb-ft	516
at engine speed	rpm	2,250-4,500
Compression ratio	:1	8.6
Mixture formation		Microprocessor-controlled gasoline injection, twin turbochargers
Drivetrain		
Drive system		AMG Performance 4MATIC+ fully variable all-wheel drive
Transmission		AMG SPEEDSHIFT® MCT 9G (automatic transmission with wet multi-disc start-off clutch)
Gear Ratios		
1st / 2nd / 3rd / 4th / 5th / 6th / 7th / 8th / 9th 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 ACTIVE RIDE CONTROL suspension with semi-active anti-roll stabilization, aluminum double wishbones, anti-dive control, coil springs and adaptive adjustable damping	
Rear axle	AMG ACTIVE RIDE CONTROL suspension with semi-active anti-roll stabilization, aluminum double wishbones, anti-dive control, coil springs and adaptive adjustable damping	
Brake system	Dual-circuit hydraulic brake system; Front: 15.4 in (390 mm) internally ventilated and perforated composite brake discs, 6-piston aluminum fixed caliper; Rear: 14.2 in (360 mm) internally ventilated and perforated composite brake discs, 1-piston aluminum floating caliper; electric parking brake, ABS, Brake Assist, 3-stage ESP*	
Steering	Electromechanical speed-sensitive power steering with rack and pinion, variable steering ratio (14.4:1 at dead center) and variable power assistance. Rear axle steering with up to 2.5° wheel angle	
Standard wheel size	front: 10.5Jx 20 ET42; rear: 11Jx 20 ET33	
Standard tire size	front: 295/30 ZR 20; rear: 305/30 ZR 20	
Dimensions and weight		
Wheelbase	in	106.3
Track width front/rear	in	66.3 / 66.4
Length/height/width	in	186.1 / 53.3 / 78.1
Turning circle	ft	41.2 (wall-to-wall)
Trunk capacity	cu-ft	11.3-23.8
Curb weight	lbs	4,343
Fuel tank capacity	gal	18.5
Performance		
Acceleration 0-60 mph	s	3.8 (est.)
Top speed	mph	183 (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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