



Press Information
August 18, 2023

The all-new Mercedes-AMG GT Coupe

- Second generation of the AMG sports car with a new dimensional concept
- Highly dynamic driving experience paired with elevated comfort
- Fully variable AMG Performance 4MATIC+ 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 distinctive sportiness with a high level of everyday comfort. Our new GT is clearly the top-of-the-line product in our diversified portfolio and is therefore not only AMG's youngest brand shaper, but also a clear commitment to the sports car made in Affalterbach. With the new dimensional concept and optional 2+2 seats, we are directly responding to the wishes of our customers.”

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

The 2024 Mercedes-AMG GT Coupe will be available in two models, the 577 hp AMG GT 63 Coupe and 469 hp AMG GT 55 Coupe, arriving at U.S. dealerships in the first half of 2024.

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

The expanded dimensional concept with optional 2+2 seats offered designers completely new design options for the exterior. The long wheelbase, short overhangs and steeply raked windshield provide the new

The descriptions and information in this press kit apply to the international model range of Mercedes-AMG. Details may vary from country to country.

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 space in the interior. 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 optional 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.

Sculptural seat design with integrated headrests

One of the many highlights of the interior is the sculptural seat design of the standard, electrically adjustable AMG sports seats with integrated headrests. The standard sports seats offer exceptional comfort and a high level of lateral support.

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 from comfortable to performance-oriented equipment. Single and two-tone Nappa leather are also among the options, as is particularly elegant MANUFAKTUR Nappa leather with diamond quilting or the sporty combination of Nappa leather and microfiber and contrasting topstitching 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 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 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. Other 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' quest for the best possible material mix.

Active aerodynamics for good balance and high efficiency

A key development focus of the new AMG GT Coupe was high aerodynamic efficiency – specifically a perfectly balanced relationship between low air resistance 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 of handling stability, drag, cooling and wind noise. The aerodynamic balance makes it possible to defuse critical driving situations, such as a sudden evasive maneuver at high speed.

A key technical highlight in the aero development is the two-piece, active air control system AIRPANEL. The first piece operates with vertical louvers that are hidden behind the lower air intake in the front fascia. The second part is located behind the upper air intake and has horizontal louvers. 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 (the second system only from 112 mph) and allow maximum cooling air to flow to the heat exchangers.

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.

The active aerodynamic element, which is hidden in the underbody in front of the engine, also contributes to the improved handling. This carbon profile, which weighs approximately 4.4 lbs, is an exclusive, patented AMG development. It reacts to the AMG drive programs and automatically lowers by about 1.6 inches at a speed of 50 mph. This creates a Venturi effect, which sucks the car onto the road and reduces front-axle lift. The driver feels this positively in the steering as the AMG GT Coupe can be steered more precisely into corners with even more directional stability.

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 2024 AMG GT Coupe is powered exclusively 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 inlet and outlet ports have been optimized for more effective gas exchange and the exhaust gas routing for the catalytic converter and Otto particle filter has been enlarged. The developers achieved the additional output of the AMG GT 63 Coupe 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 factory at the Affalterbach site, the "One Man, One Engine" principle is linked to Industry 4.0 production methods. This is designed according to modern knowledge of ergonomics, the flow of goods, quality assurance, sustainability and

efficiency. Smart production is characterized by maximum flexibility, is transparent and highly efficient. It assures and improves the quality of the engines and the 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.

Fully variable AMG Performance 4MATIC+ all-wheel drive

The two V8 models are equipped standard with the fully variable AMG Performance 4MATIC+ all-wheel drive. The intelligent system combines the advantages of different drive concepts. The fully variable torque distribution on the front and rear axle not only ensures optimum traction at the physical limit. The driver can also rely on a high level of handling stability and safety under all conditions: on dry, wet or snowy roads. 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 can be driven in a continuously variable manner from traction-oriented all-wheel drive with 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.

Multi-link front and rear axles and aluminum links all around

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 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.

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. 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 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.

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 Coupe has an electronically controlled rear limited-slip differential as standard, which ensures excellent traction and maximum driving safety in all driving conditions. Not only is the traction of the drive wheels on the rear axle further improved, cornering speeds at the limit also increase. In addition, handling stability is optimized when changing lanes at high speed. The system works with a variable locking effect in traction and overrun mode and is perfectly matched to the different driving conditions and road surface friction values.

Active rear-axle steering combines agility and stability

The new AMG GT Coupe is also equipped with active rear-axle steering (HAL) as standard. Depending on the speed, the rear wheels steer in either the opposite direction (up to 60 mph) or in the same direction (above 60 mph) as the front wheels. The system thus enables agile and stable handling. Other advantages include easier vehicle control at the limit as well as less steering effort because the front wheel steering ratio is more direct.

High-performance composite brake system with lightweight brake discs

The AMG high-performance compound brake system guarantees delivers deceleration values and precise metering. 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 now connected with special pins and no longer with screws. 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 cleaning of the pads 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 intervention in the all-wheel drive control, steering characteristics and additional ESP® 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 race track

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 race track. 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 displayed on the multimedia display, head-up display and in the instrument cluster, as well as additional training and analysis tools. The navigation in the head-up display shows cornering angles and braking points, helping 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 luxuriously elegant. This includes eleven paint colors and eight new wheel designs. There are five exterior design packages to choose from to sharpen the look further in the direction of elegance or dynamism. The AMG GT 55 and AMG GT 63 are fitted standard with 20-inch alloy wheels. 21-inch wheels are optionally available.

Driving assistance systems

With the help of numerous sensors, cameras and radar, driver assistance systems monitor the traffic and the surroundings of the new AMG GT 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 their 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 dynamic, high-quality representation makes the operation of the driver assistance systems transparent in an augmented reality driving experience.

Numerous connectivity services available

The MBUX (Mercedes-Benz User Experience) infotainment system makes it possible to use many digital services from Mercedes me connect. The advantages are the smartphone integration of Apple CarPlay and Android Auto, hands-free system via Bluetooth connection and HD radio.

In conjunction with MBUX, customers have access to connectivity services such as live traffic information. With Mercedes me connect, the new AMG GT Coupe becomes more intelligent overall. Additional functions can be used before and after the journey or while on the move. All that is required is to link the coupe to a Mercedes me account in the Mercedes me 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. Networked vehicles use Car-to-X communication to exchange information about traffic events.

About Mercedes Benz

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 Mercedes-EQ family. 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.

Contacts:

Michael Minielly	michael.minielly@mbusa.com
Andrew Brudnicki	andrew.brudnicki@mbusa.com

Technical data

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 layout		Fully variable AMG Performance 4MATIC+ 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) composite brake discs, internally ventilated and perforated, 6-piston aluminum fixed caliper; rear: 14.2 in (360 mm) composite brake discs, internally ventilated and perforated, 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: 295/35 ZR 20; rear: 305/35 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
Boot capacity	cu-ft	11.3-23.8
Curb weight	lbs	TBA
Fuel tank capacity	gal	18.5
Performance		
Acceleration 0-60 mph	s	3.1 (est.)
Top speed	mph	196 (electronically limited)

Technical data

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 layout		Fully variable AMG Performance 4MATIC+ 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) composite brake discs, internally ventilated and perforated, 6-piston aluminum fixed caliper; rear: 14.2 in (360 mm) composite brake discs, internally ventilated and perforated, 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: 295/35 ZR 20; rear: 305/35 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
Trunk capacity	cu-ft	11.3-23.8
Curb weight	lbs	TBA
Fuel tank capacity	gal	18.5
Performance		
Acceleration 0-60 mph	s	3.8 (est.)
Top speed	mph	183 (electronically limited)