



Mercedes-Benz



Mercedes-AMG GT 4-Door Coupe

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**A class of its own**

September 2018

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**Mercedes-AMG GT 4-Door Coupe**

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\*The specifications and information in this press kit are preliminary and subject to change

## Highlights of the Mercedes-AMG GT 4-Door Coupe

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**Portfolio:** The third entire vehicle to be developed by Mercedes-AMG directly. It combines the impressive race-track dynamics of the two-door AMG GT sports car with the greatest possible everyday usability, offering space for up to five people.

**Engines:** 4.0L V8 biturbo in two output stages with 577 hp and 630 hp respectively | 590 lb-ft and 664 lb-ft maximum torque respectively. Compact design, spontaneous response, accessible power right from the low rev range as a result of the "hot inside V" turbocharger packaging. -Assembled in Affalterbach according to the "One Man - One Engine" principle.

AMG-enhanced 3.0L inline 6-cylinder engine with turbocharger and electric auxiliary compressor, available with 429 hp | 384 lb-ft; EQ Boost starter-generator capable of delivering an additional 21 hp.

48-volt on-board electrical system and the hybrid functions boost, recuperation, load-point shifting, gliding and engine restarting in conjunction with the ECO start/stop function.

**Transmission:** AMG SPEEDSHIFT MCT 9G (V8 engine) or AMG SPEEDSHIFT TCT 9G (inline 6-cylinder engine).

**Drive system:** Front-mounted engine, variable AMG Performance 4MATIC+ all-wheel drive.

**Performance Data (V8 and 6-cylinder inline engines):** 0 - 60 mph in 3.1 - 4.4 seconds (est.), Top Speed 174 - 195 mph (electronically limited)

**Lightweight construction:** Intelligent mix of materials with high percentages of aluminum and carbon-fiber components to ensure low weight, the highest level of structural rigidity, best-possible crash safety and quality. Analysis and simulation methods from motor racing were used for the targeted reinforcement of the body structure. The hood and front fenders are made of aluminum. The rear firewall and trunk floor are made of carbon fiber.

**Aerodynamics:** AIRPANEL active air control system (movable vertical blinds in the front bumper) and multi-stage extendible rear spoiler improve aerodynamic balance and performance.

**Suspension:** In the case of the six-cylinder model, AMG RIDE CONTROL Sport Suspension with steel springs and Adaptive Damping System are used. The AMG RIDE CONTROL+ Sport Suspension based on Air Body Control found on the eight-cylinder variants is based on a full-support multi-chamber air suspension, also combined with the Adaptive Damping System. The complex

networking of all systems and components also contributes to increasing the driving dynamics.

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**Brakes:** The high-performance composite brake system provides impressively short braking distances, precise responsiveness and high structural rigidity in spite of the extreme demands placed upon it.

**Drive programs:** The AMG DYNAMIC SELECT drive programs "Slippery," "Comfort," "Sport," "Sport+" and "Individual" provide drivers with a broad scope of driving dynamics. These affect, among other things, the responsiveness to the accelerator pedal, shifting of the transmission, the suspension and the steering. The AMG GT 63 S also offers the additional "RACE" program for optimal race-track performance and Drift mode (optionally available for AMG GT 63).

**Exterior:** Clearly identifiable as a member of the AMG GT family, the four-door Coupe has inherited the familiar muscular proportions which have been further developed in a truly expressive way. The face, with its long hood and two powerdomes, sends a message of sportiness and eagerness to deliver outstanding performance. Sensuous shapes with convex surfaces lend the four-door AMG GT timeless elegance, while the flowing silhouette with the sleek greenhouse flags up its sporting credentials. The LED Intelligent Light System headlamps and LED taillamps with further underline the AMG GT family connection.

**Interior:** The interior of the AMG GT 4-Door Coupe stuns thanks to its sporty ambiance and generous feeling of spaciousness. It presents itself as a symbiosis of performance and exclusivity, while also using innovative display buttons in the center console to set ground-breaking accents. Different design and equipment packages offer a wide range of scope for personalization.

## Highlights of the AMG GT 53

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**Portfolio:** Six-cylinder model with variable AMG Performance 4MATIC+ all-wheel drive and active aerodynamics.

**Engine:** AMG-enhanced 3.0L inline 6-cylinder engine with turbocharger and electric auxiliary compressor, available with 429 hp | 384 lb-ft ; EQ Boost starter-generator delivering up to an additional 21 hp. 48-volt on-board electrical system and basis of the hybrid functions boost, recuperation, load-point shifting, gliding and engine restarting in conjunction with the ECO start/stop function.

**Transmission:** AMG SPEEDSHIFT TCT 9G, nine-speed automatic transmission with torque converter.

**Drive system:** Front-mounted engine, variable AMG Performance 4MATIC+ all-wheel drive.

**Performance Data:** 0 - 60 mph in 4.4 seconds (est.), Top speed 174 mph (electronically limited).

**Suspension:** AMG RIDE CONTROL Sport Suspension with steel springs and the Adaptive Damping System

**Brakes:** AMG high-performance composite brake system for the best-possible deceleration with minimum weight. 14.2" x 1.4" composite brake discs at the front and 14.2" x 1.0" solid cast brake discs at the rear. 6-piston fixed caliper (grey) at the front, single-piston floating caliper (grey) at the rear.

**Exterior:** Front end with AMG-specific radiator grille featuring vertical struts in high-gloss chrome as well as a front bumper with flowing A wing and sizeable air inlets. LED Intelligent Light System headlamps as standard with carbon-fiber elements. Round twin tailpipe trims. Large choice of 19-inch and 20-inch light-alloy wheels as well as 21-inch forged wheels, all of which enable plenty of room for individualization.

**Interior:** Standard AMG seats in Black MB-Tex/DINAMICA, as well as two individually shaped rear seats. Fully-digital 12.3" widescreen instrument cluster equipped as standard and 12.3" multifunction COMAND display.

## Highlights of the AMG GT 63 / AMG GT 63 S

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**Portfolio:** Eight-cylinder models with variable AMG Performance 4MATIC+ all-wheel drive, active aerodynamics, active rear-axle steering, superior driving performance as well as striking exterior and interior details.

**Engine:** Handcrafted AMG 4.0L V8 biturbo engine with direct injection producing 577 hp or 630 hp | 590 lb-ft or 664 lb-ft.

**Transmission:** AMG SPEEDSHIFT MCT 9G, nine-speed automatic transmission with wet start-off clutch and RACE START function.

**Drive system:** Front-mounted engine, variable AMG Performance 4MATIC+ all-wheel drive.

**Performance Data:** 0 – 60 mph in 3.3 - 3.1 seconds (est.), Top speed 193 – 195 mph (electronically limited).

**Suspension:** AMG RIDE CONTROL+ Sport Suspension with multi-chamber air suspension, Adaptive Damping System, active rear-axle steering and electronically controlled rear-axle limited slip differential. AMG GT 63 S comes as standard with dynamic engine mounts and additional "RACE" drive program and features Drift mode.

**Brakes:** AMG high-performance composite brake system with 15.4" x 1.4 composite brake discs at the front and 14.2" x 1.0" composite brake discs at the rear. 6-piston fixed caliper (red for AMG GT 63 and yellow for AMG GT 63 S) at the front, single-piston floating caliper (red for AMG GT 63 and yellow for AMG GT 63 S) at the rear.

**Exterior:** Even more sporty appearance thanks to LED Intelligent Headlamps, larger exterior air inlets in turbine look, framed by a jet wing in high-gloss black with a trim strip in silver shadow. The diffuser with its large, shaped fins and directly affixed diffuser blade sign off the rear end. Twin trapezoidal tailpipe trims.

**Interior:** AMG seats in Black Nappa Leather for driver and front passenger as well as two individual shaped rear seats. Fully-digital 12.3" digital instrument cluster for displaying all important driver information with AMG-specific and individually configurable displays.

## **A class of its own**

**Affalterbach. More space, more power, more goosebumps – the new Mercedes-AMG GT 4-Door Coupe combines extraordinary sports car technology with high everyday usability and impressive amounts of space. With this model, Mercedes-AMG is opening up the sports car segment to customers who wish to share the experience of the best driving dynamics with their family and friends.**

Top-level longitudinal and lateral dynamics, and a striking silhouette with classic sports car proportions put the Mercedes-AMG GT 4-Door Coupe in the same portfolio as its two-door sibling at the very first glance. The expressive design with the front end drawn low down below the stretched hood, not to mention its muscular body, low greenhouse and powerful fastback highlights the sporty genes of the four-door Coupe.

"The new AMG GT 4-Door Coupe blends the impressive race track dynamics of our two-door sports car with maximum suitability for everyday use. It has a unique way of embodying our brand core of 'Driving Performance' and, with its systematic configuration, it will attract new customers to Mercedes-AMG," commented Tobias Moers, CEO of Mercedes-AMG GmbH.

The new AMG-enhanced 3.0L inline 6-cylinder turbocharged engine with EQ Boost and the proven Handcrafted AMG 4.0L V8 biturbo engine cover a performance spectrum ranging from 429 hp to 630 hp. They deliver incredible driving performance despite offering contemporary levels of efficiency. AMG-specific technologies such as the variable AMG Performance 4MATIC+ all-wheel drive system and the rapid-shifting AMG SPEEDSHIFT 9G transmission with torque converter (TCT = Torque-Clutch Transmission) on six-cylinder models and a wet start-off clutch (MCT = Multi-Clutch Transmission) on eight-cylinder models serve to increase performance levels. As with the two-door AMG GT, the active aerodynamics with AIRPANEL active air control system in the front bumper and extendible rear spoiler form the basis for high aerodynamic performance.

The interior is equipped with a number of modern high-tech features: innovative control panels, such as the eight high-resolution display buttons in the center console, can be intuitively operated. The AMG Performance steering wheel with the new AMG Drive Unit Steering Wheel Buttons (standard on the

AMG GT 63 S), AMG seats and the standard, fully-digital Widescreen Cockpit with the new "Supersport" display style underscore the vehicle's dynamic character. LED Intelligent Light System headlamps, standard Burmester® Surround Sound system and the 64-color ambient lighting increase the car's everyday comfort.

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The blend of high individualization and sports car technology, placing yet more focus on the requirements of discerning customers, is also clear from the wealth of equipment packages and individual options. This is unique in the segment and includes two different configurations for the rear seat. Two individual seats in the rear are the standard equipment, while an Executive Rear Seat Package is optionally available.

The high longitudinal and transverse dynamics come by virtue of systematic networking of all systems and components. The extremely rigid structure of the bodyshell also contributes to this, as does the sophisticated control strategy of the variable AMG Performance 4MATIC+ all-wheel drive system. Working together with the active aerodynamics, the active rear-axle steering (standard on the eight-cylinder models) and the integrated AMG DYNAMICS control system, the sophisticated suspension configuration comes fully into its own.

Production of the new Mercedes-AMG GT 4-Door Coupe started in September in hall 36 of the Mercedes-Benz Sindelfingen plant. The plant is the competence center for vehicles of the upper and luxury segments. There, Mercedes-Benz produces the entire Mercedes-AMG GT family.

The V8 drivetrain of the AMG GT 4-Door Coupe is produced at AMG's engine manufacturing plant in Affalterbach in accordance with the "One Man – One Engine" principle.

|                              | <b>Mercedes-AMG GT 63</b>                                                 | <b>Mercedes-AMG GT 63 S</b>                                                              |
|------------------------------|---------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| <b>Engine</b>                | Handcrafted AMG 4.0L V8 biturbo engine with direct injection              | Handcrafted AMG 4.0L V8 biturbo engine with direct injection                             |
| <b>Displacement</b>          | 3,982 cc                                                                  | 3,982 cc                                                                                 |
| <b>Output</b>                | 577 hp at 5,500 – 6,500 rpm                                               | 630 hp at 5,500 – 6,500 rpm                                                              |
| <b>Peak torque</b>           | 590 lb-ft at 2,500 – 4,500 rpm                                            | 664 lb-ft at 2,500 – 5,000 rpm                                                           |
| <b>Drive system</b>          | AMG Performance 4MATIC+ all-wheel drive with variable torque distribution | AMG Performance 4MATIC+ all-wheel drive with variable torque distribution and Drift mode |
| <b>Transmission</b>          | AMG SPEEDSHIFT MCT 9G                                                     | AMG SPEEDSHIFT MCT 9G                                                                    |
| <b>Curb Weight (lbs)</b>     | TBA                                                                       | TBA                                                                                      |
| <b>Acceleration 0-60 mph</b> | 3.3 s (est.)                                                              | 3.1 s (est.)                                                                             |
| <b>Top speed (mph)</b>       | 193 (electronically limited)                                              | 195 (electronically limited)                                                             |

|                                |                                                                                                         |
|--------------------------------|---------------------------------------------------------------------------------------------------------|
|                                | <b>Mercedes-AMG GT 53</b>                                                                               |
| <b>Engine</b>                  | AMG-Enhanced 3.0L inline 6-cylinder turbocharged engine with EQ Boost and electric auxiliary compressor |
| <b>Displacement</b>            | 2,999 cc                                                                                                |
| <b>Output</b>                  | 429 hp at 6,100 rpm                                                                                     |
| <b>EQ Boost</b>                | Up to 21 hp                                                                                             |
| <b>Peak torque</b>             | 384 lb-ft at 1,800 – 5,800 rpm                                                                          |
| <b>Drive system</b>            | AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution                         |
| <b>Transmission</b>            | AMG SPEEDSHIFT TCT 9G                                                                                   |
| <b>Curb Weight (lbs.)</b>      | TBA                                                                                                     |
| <b>Acceleration 0-60 (mph)</b> | 4.4 s (est.)                                                                                            |
| <b>Top speed (mph)</b>         | 174 (electronically limited)                                                                            |

## **Six and eight-cylinder units offering a broad performance spectrum**

The exciting Handcrafted AMG 4.0L V8 biturbo engine is already used in a number of AMG models where it delivers top-level, sporty performance. In the Mercedes-AMG GT 63 S it achieves a new performance peak of 630 hp and ensures superior sports car performance. The peak torque of 664 lb-ft is available across a broad engine speed range from 2,500 to 5,000 rpm. As such, the top-of-the-line engine conveys a sense of effortless power at all engine speed ranges. Acceleration from 0 to 60 mph comes in an estimated 3.1 seconds the maximum speed is 195 mph (electronically limited).

In the Mercedes-AMG GT 63, the V8 engine delivers an output of 577 hp and maximum torque of 590 lb-ft. The sprint from 0 to 60 mph takes just 3.3 seconds (est.), and the top speed is 193 mph (electronically limited).

The Handcrafted AMG 4.0L V8 engine works with the proven biturbo technology, where the two exhaust-gas turbochargers are arranged not on the exterior, but between the cylinder banks. The advantages of the "hot inside V" are the compact engine design and the immediate response of the exhaust-gas turbochargers.

### **Direct response: two twin-scroll exhaust-gas turbochargers**

To provide more power and even better responsiveness, the two twin-scroll turbochargers combine optimal responsiveness at low engine speeds with high performance gains at higher revs. In addition to this, the turbine housing is divided into two flow passages which run parallel to one another. Combined with two separate ducts in the exhaust manifold, this makes it possible to individually control the momentum of the exhaust gases acting on the turbine wheel.

The exhaust gas from the first and fourth cylinders of the cylinder bank is fed into one duct, while the exhaust gas from the second and third cylinders is fed into the other duct. The aim is to prevent the individual cylinders from having mutually adverse effects on the gas cycle. This reduces the exhaust gas back pressure and improves gas exchange. The results are increased output due to

improved cylinder charge with fresh mixture, more torque at low revs and immediate response times.

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To enhance performance, compressor and turbine wheels which have been optimized for efficiency are used in the two twin-scroll turbochargers. The geometry of the compressor and turbine blades has been adopted from the latest generation of turbochargers.

What's more, this is the first time that the compressor wheel and turbine wheel are fitted with anti-friction ball bearings. Thanks to these ball bearings, mechanical friction of the wheel assembly in the turbocharger is reduced to a minimum. The turbocharger therefore responds more spontaneously and achieves high speed more quickly.

Further features of the V8 engine are spray-guided direct fuel injection with piezo injectors, all-aluminum crankcase, four-valve-per-cylinder design with camshaft adjustment, air-water charge air cooling, alternator management, ECO start/stop function and gliding mode – all of which have been retained.

### **Improved efficiency: the intelligent AMG Cylinder Management**

For maximum efficiency, Mercedes-AMG has also equipped the V8 engines with the AMG Cylinder Management cylinder deactivation system. In the partial-load range, cylinders two, three, five and eight are deactivated, which crucially reduces the fuel consumption.

When the driver has selected the "Comfort" drive program, the cylinder shut-off system is available in the wide engine speed range from 1,000 to 3,250 rpm. A special display on the instrument cluster indicates whether the cylinder deactivation system is in use and whether the engine is presently operating in four or eight-cylinder mode. The transition between these two operating states is immediate, fast and torque-neutral, so the passengers do not have to relinquish any comfort.

In the AMG GT 63 S variant, the eight-cylinder unit is also equipped with dynamic engine mounts as part of the standard AMG Dynamic Plus Package. The mounts solve the conflicting goals of achieving as soft a connection as possible to the powertrain for high comfort and as rigid a connection as possible for optimum driving dynamics, by steplessly and quickly adapting their rigidity to the respective driving conditions.

As an option, the AMG GT 63 can be equipped with dynamic engine mounts as part of the AMG Dynamic Plus Package.

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### **Efficient and multifaceted: inline six-cylinder engine with hybrid functions**

Alongside the V8 engine, the new four-door sports car is also available with the new AMG-enhanced 3.0L inline six-cylinder turbocharged engine for the AMG GT 53. The 429 hp unit is characterized by superior power delivery, exemplary smooth running and contemporary efficiency. The integrated EQ Boost starter-generator provides assistance in the form of up to 21 hp additional power. It unites a starter motor and a generator in a single, powerful electric motor integrated between the engine and the transmission.

This intelligent combination, along with efficient charging by means of the electric auxiliary compressor and the turbocharger, helps ensure the hallmark AMG performance and driving dynamics but also cuts consumption and emissions. The AMG GT 53 accelerates from 0 to 60 mph in just 4.4 seconds (est.) and can reach a top speed of 174 mph (electronically limited).

### **More energy for even more innovations: the new 48-volt on-board power supply**

The EQ Boost starter-generator in the new AMG GT 53 also generates the power for the 48 V on-board electrical system. This in turn uses a DC/DC converter to supply the conventional 12 V network for the lights, cockpit, infotainment displays and control units. Through the 48 V battery, the battery capacity of the entire car is increased, which means that more electrical energy can be made available for new functions. The 48 V on-board electrical system thus also paves the way for the progressive expansion of infotainment and assistance systems.

## **9-speed transmissions with wet start-off clutch or torque converter**

Power transmission is handled by the AMG SPEEDSHIFT 9-speed automatic transmission which combines an exhilarating shifting experience with extremely rapid shift times. In the case of the V8 power units, the wet start-off clutch reduces weight and optimizes responsiveness. The transmission of the six-cylinder version features a torque converter.

The AMG SPEEDSHIFT MCT 9G (MCT = Multi-Clutch Transmission) is specially tuned for the requirements of the eight-cylinder variant of the four-door AMG GT. A wet start-off clutch is used here. This saves weight and, as a result of its low inertia, optimizes the response to the driver's accelerator pedal input, particularly during acceleration and load changes.

The complex and fine-tuned software ensures extremely rapid shift times as well as quick multiple downshifts where required. Thanks to the double de-clutching function in the "Sport" and "Sport+" drive programs, the system delivers an especially exhilarating shift experience. Here, defined ignition adjustments enable even faster gearshifts than in the other modes. In all modes, moving off occurs in first gear in order to always guarantee a dynamic driving experience. There is also the RACE START function which ensures optimum acceleration from a standstill.

The inline 6-cylinder engine is coupled with the AMG SPEEDSHIFT TCT 9G (TCT = Torque-Clutch Transmission) transmission. In conjunction with the torque converter, the automatic transmission is tuned to the special requirements of this engine. On the one hand, this guarantees maximum comfort during pulling away and shifting, while on the other, it allows for AMG-typical rapid and exhilarating shifting to suit the selected drive program.

## **AMG Performance 4MATIC+ variable all-wheel drive**

**In order to deliver the high engine output with maximum traction and dynamism in all situations, the AMG GT 4-Door Coupe models are equipped with AMG Performance 4MATIC+ variable all-wheel drive.**

The electro-mechanically controlled clutch of the AMG Performance 4MATIC+ all-wheel-drive system connects the permanently driven rear axle variably to the front axle. The best possible torque split is continuously computed according to the driving conditions and driver's input. The transition from rear-wheel to all-wheel drive and vice versa is seamless, as the intelligent control is integrated into the overall vehicle system architecture. Alongside traction and lateral dynamics, the all-wheel drive also improves the longitudinal dynamics for even more powerful acceleration.

It is still possible to drift thanks to fully variable torque distribution. To this end, the S version of the four-door AMG GT features Drift mode as standard. It is also available on the GT 63 as part of the optional AMG Dynamic Plus Package. Drift mode can be called up in the "RACE" drive program using the shift paddles, provided that ESP® is deactivated and the transmission is in manual mode.

## Up to six options suitable for all types of driving

Depending on the engine, there are up to six AMG DYNAMIC SELECT drive programs to choose from in the four-door AMG GT: "Slippery," "Comfort," "Sport," "Sport+," "Individual" and "RACE." These programs can be set using the switch in the center console or the AMG steering wheel buttons and can additionally be assigned AMG DYNAMICS attributes. As a result, the driving characteristics can be more greatly differentiated in line with various demands and driving conditions.

The AMG DYNAMIC SELECT drive programs adapt important parameters such as the responsiveness of the engine and transmission, steering characteristics, suspension damping or even the exhaust valves. The programs are selected using the paddle in the center console or the AMG steering wheel buttons and are then visualized in the instrument cluster and on the multimedia display.

- "Slippery": optimized for slippery road conditions, with reduced power and a flat torque curve.
- "Comfort": comfortable and fuel-efficient driving thanks to very early upshifts. Suspension and steering are set up for an emphasis on comfort.
- "Sport": sporty characteristics thanks to a more agile response to the driver's accelerator pedal input, shorter shift times, earlier downshifts and significantly more exhilarating gearshifts owing to double de-clutching. A more dynamic suspension and steering setup.
- "Sport+": extremely sporty characteristics thanks to an even more agile throttle response, increased acoustic emphasis on double de-clutching during downshifts as well as selective torque control on upshifts with cylinder suppression for optimal shift times. Increased idle speed for faster acceleration. An even more dynamic setup for suspension, steering and drivetrain.
- "Individual": individual adjustment of the drive system, transmission, AMG DYNAMICS, suspension and exhaust system.
- "RACE": the AMG GT 63 S additionally features as standard the "RACE" drive program for highly dynamic driving on closed race tracks. In this program, all of the parameters are configured for maximum

performance. It is also available for all other models as part of the optional AMG DYNAMIC PLUS Package.

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### **Even more differentiation in driving experiences: AMG DYNAMICS**

As a new feature within the AMG DYNAMIC SELECT drive programs, the AMG GT 4-Door Coupe also includes AMG DYNAMICS. This integrated driving dynamics regulation influences the control strategy of ESP® (Electronic Stability Program), all-wheel-drive system, rear-axle steering (standard on V8 models) and electronically controlled rear-axle limited slip differential (standard on V8 models). This increases agility without negatively affecting the vehicle's stability.

Particularly remarkable: AMG DYNAMICS determines how the vehicle should react. The system uses the available sensors, among other things, to ascertain speed, lateral acceleration, steering angle and yaw rate. Thanks to an intelligent pilot-control principle, it is possible to anticipate how the driver wants the vehicle to behave, based on the driver's actions and on data from the sensors. Regulation is tailored to the dynamic driving competence of the driver – without any noticeable or disruptive interventions by the system. The driver gets a very authentic driving feel with high cornering dynamics and optimum traction as well as high stability and predictable handling.

The spectrum ranges from extremely stable to highly dynamic. On the multimedia display, when a drive program is selected, the new AMG DYNAMICS symbol is displayed together with the corresponding additional information.

- "Basic" is assigned to the "Slippery" and "Comfort" drive programs. Here the AMG GT demonstrates exceptionally stable handling characteristics with high yaw damping.
- "Advanced" is activated in the "Sport" program. The four-door Coupe maintains a neutral balance. The lower yaw damping, lower steering angle requirement and enhanced agility support dynamic maneuvers such as driving on winding country roads.
- "Pro" belongs to 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 performance driving on closed-off circuits. "Master" offers a vehicle balance with slight oversteer, a low steering angle requirement and more agile steering. In this way, "Master" ensures maximum agility and optimally exploits the dynamic potential of the "S" version. To activate "Master" mode, the driver must use the separate button in the center console to switch the 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.

Irrespective of the drive programs, as before it is possible to use the display buttons in the center console to directly select manual transmission mode, favorite suspension level and exhaust system settings.

## **Numerous motorsports elements ensure dynamic driving**

The high agility and race track-oriented driving dynamics of the AMG GT four-door coupe are also down to the special AMG suspension. In the case of the six-cylinder model, the AMG RIDE CONTROL Sport Suspension with steel springs and the Adaptive Damping System are used. The AMG RIDE CONTROL+ Sport Suspension of the eight-cylinder variants is based on the full-support multi-chamber air suspension, also combined with the Adaptive Damping System. A rigid integral carrier bears the front axle, engine, transmission and steering gear.

The front axle is a 4-link construction. In conjunction with the wide track width and large tire dimensions, wheel location and spring elements which are independent of one another facilitate high lateral acceleration, while the low unsprung masses promote the agile driving sensation even further. The oversteer/understeer characteristics deliver neutral to slight understeer bias.

The torque strut, spring link and wishbone are all made of forged aluminum and thus save weight and improve driving dynamics. Even the steering knuckle, specially tuned for the Mercedes-AMG GT 4-Door Coupe, as well as the rigid integral carrier for the mounting of the front axle, engine, transmission and steering gear are weight-optimized. By decoupling the chassis from the body, it also contributes to increased camber stability and the high level of noise comfort on-board.

## **Optimum traction: multi-link rear suspension with differential lock**

The multi-link rear suspension with five links makes for impressively precise suspension and high rigidity. Here again, the consistent implementation of a lightweight construction leads to reduced unsprung masses: three of the five wheel-guiding links as well as the wheel mounts are made of forged aluminum. The driving dynamics benefit from the increased track width, the larger tire dimensions and the optimized fine-tuning of the wheel-guiding elastomer bearings. Newly developed elastokinematics guarantee everyday comfort as well as high-precision driving and great vehicle dynamics.

To improve traction and dynamics, the eight-cylinder models are equipped as standard with an electronically controlled limited slip rear differential. The slip

is thus suppressed at the inner wheel on bends, ensuring optimum grip. The driver is therefore able to accelerate out of corners earlier and with more power thanks to the improved traction. The vehicle remains more stable when braking from high speed, while the limited-slip differential also improves traction when accelerating from a standstill. The electronically controlled rear-axle differential lock is also available as part of the optional AMG Dynamic Plus Package.

The rear-axle differential also has a new specially reinforced mount to improve the NVH (noise, vibration, harshness) characteristics. As on the AMG GT R, an anti-roll bar made of tubular material reduces the overall weight of the rear axle.

The Adaptive Damping System works dependent on the selected drive program, but can also be individually actuated using the display button in the center console, where the three stages "Comfort", "Sport" and "Sport+" can be individually selected. The driving sensation these deliver ranges from relaxed long-distance comfort to maximum sportiness. The rebound and compression levels are adjusted independently of each other, and the freely programmable maps permit a wide spread between minimum and maximum damper force. The difference between the comfortable and sporty suspension settings is thus more refined and is even more perceptible – depending on the particular driving situation.

A new dimension of the individually configurable driving experience is made possible by the AMG RIDE CONTROL+ three-chamber air suspension system of the eight-cylinder models and its sporty spring and damper setup. It combines exemplary driving dynamics with increased rolling comfort. The rigidity of the air springs can be fine-tuned by activating or deactivating individual air chambers. This results in a tangible increase in comfort, as well as having a positive effect on handling.

By carrying out extended trials and test drives, the developers at AMG have defined three spring tuning settings which are actuated depending on the selected drive program and actual driving conditions. During sudden load changes, fast cornering, heavy acceleration or hard braking, the spring rate is also automatically made harder on the front or rear axle, as appropriate. This effectively reduces roll and pitching movements.

In the "Comfort" program, the air suspension is oriented towards providing a very comfortable ride. Irregularities in the road surface are absorbed and the four-door model travels smoothly. In "Sport", the GT 4-door coupe drives much more dynamically thanks to a stiffer setup and less roll. In "Sport+," agility and the desire to take corners are more drastically increased as the front and rear axles are sprung even stiffer.

#### **Enhanced agility and precision: active rear-wheel steering**

The AMG GT 4-Door Coupe responds even more sensitively to steering commands thanks to the active rear-axle steering which comes as standard in the V8 models. The system delivers an even better combination of agility and stability and thus reinforces the dynamism and handling safety of the new four-door AMG GT.

Up to a speed of 62 mph, the rear wheels point in the opposite direction to the front wheels with the aid of two electric actuator motors. As a result, the car turns into corners with significantly higher agility. Under everyday driving conditions, the driver also benefits from a smaller turning circle.

At speeds higher than 62 mph, the system turns the rear wheels in the same direction as the front wheels. This noticeably improves driving stability. At the same time, the lateral force on the rear wheels builds up considerably faster during changes of direction, thus improving the response to the steering. The driver can also rely on extreme rear-axle grip and high stability when changing direction quickly.

#### **Direct and immediate: AMG speed-sensitive sports steering**

The electromechanical speed-sensitive power steering has a variable ratio. It impresses with its precise feedback thanks to the AMG-specific rack-and-pinion steering with a variable ratio. Power assistance also varies between the three stages "Comfort," "Sport" and "Sport+." The appropriate characteristic is automatically activated depending on the selected AMG DYNAMIC SELECT drive program or can be personalized as required in "Individual" mode.

#### **Good control and fade-resistant: the high-performance composite brake systems**

In line with the high output values and their associated performance, the eight-cylinder models have a large-dimensioned brake system consisting of

internally-ventilated, perforated composite discs at both the front and rear axles, with 6-piston fixed calipers used at the front and single-piston floating calipers at the rear. The six-cylinder model is also equipped with internally-ventilated, perforated composite disc brakes at the front.

As an option, an AMG high-performance ceramic composite brake system with bronze-colored 6-piston fixed calipers at the front and single-piston floating brake calipers at the rear can be ordered. This leads to additional weight savings and lower unsprung mass. Further advantages are their even greater overall sturdiness and fading stability under high stress. The brake system also features a high service life and immediate response – guaranteeing fast lap times.

All brake systems can impress with short brake distances, sensitive responsiveness and high life expectancy, even in the case of extreme stress. Among the comfort features of the vehicle are hill start assist, priming and dry-braking in the wet. With the ignition switched off and the vehicle at a standstill, the transmission automatically selects Park position "P". Meanwhile, the electric parking brake releases automatically when pulling away.

## **High percentage of aluminum and carbon-fiber components**

An aim during development of the new four-door AMG GT was to create a rigid body shell which would serve as the basis for high levels of driving dynamics. In order to do this, analysis and simulation methods from racing were used in order to reinforce the structure in the relevant places to ensure maximum performance. The body-in-white is based on a highly rigid structure made using hybrid constructions in steel, aluminum and carbon fiber. This intelligent mix of materials harmoniously unites an array of different requirements: low weight, greatest possible structural rigidity as well as the best-possible crash safety and long-term bodywork quality.

The very rigid front section prevents unwanted distortions about the longitudinal and lateral axes, which ensures precise steering behavior and better feedback for the driver. Here, a further-developed modular concept was implemented which was previously only used in Cabriolets. An aluminum plate underneath the engine called a "shearing plate" increases the torsional rigidity at the vehicle's front end. In addition, stiffening struts made of steel are also used. In the center section of the vehicle, the struts are made of aluminum. The rear of the car is reinforced by means of a package of struts in steel. All measures, as well as the close networking with the chassis development team in the development phase provide the optimal basis for high lateral dynamics.

## **Hybrid construction principle with an intelligent materials mix**

The lightweight concept is based on a hybrid construction principle with an intelligent materials mix of steel, aluminum and carbon fiber, as part of which special joining processes improve the quality of the joints between the various materials. The hood and fenders are made of aluminum. Cast aluminum nodes in the C-pillar strengthen the rear area. The rear firewall (in the case of the standard rear seats without folding backrests) and the trunk floor are made of light and highly-rigid carbon fiber.

The core of the body's safety concept is the highly rigid passenger cell. In the structure areas which are subject to especially high loads, hot-stamped, ultra-rigid steels are used to provide the best-possible crash performance, while deformable load path structures absorb energy in the front and rear crumple zones.

## Typical AMG GT proportions and dynamics

As a member of the AMG GT family, the new AMG GT 4-Door Coupe follows the design philosophy of Sensual Purity. It picks up on the striking proportions, convex surfaces and muscular body of the two-door variant and further develops these into the characteristic shape of the four-door version. The flowing silhouette, with low greenhouse and dynamic fastback, underscores the sporty focus.

The front end is markedly dynamic with its broad, low-drawn "shark nose," detailed LED Intelligent Light System headlamps with carbon-fiber elements, AMG-specific radiator grille and front bumper featuring further-developed jet wing (with flowing A wing in the case of six-cylinder models). The heavily contoured powerdomes on the long hood allude to the powerful unit housed underneath it, while the broad fenders make the dynamic potential of the AMG GT 4-Door Coupe distinctly visible. As with the two-door AMG GT models, a radiator blind, called AIRPANEL, positioned in front of the central radiator air inlet improves the vehicle's aerodynamic efficiency according to requirements. The striking front splitter reduces lift on the front axle.

Characteristic coupe architectural features include the frameless side windows and the flat windscreen which is drawn widely towards the rear. Even from the side perspective, the "shark nose" design looks especially dynamic and sporty. The tapered side line and broad shoulders hint at the athletic and sporty orientation of the vehicle. Depending on the engine version, the heavily pronounced wheel housings are home to a broad range of 19 and 20-inch light-alloy wheels, not to mention optional 21-inch forged wheels, all of which provide a high degree of personalization.

The broad and flat rear end takes up the characteristic design elements of the AMG GT design idiom: extremely narrow LED taillamps define the typical load sill, while the third brake lamp in the upper area of the rear window and the rounded rear window itself underline the vehicle's sporty Coupe character. The multi-stage extendible rear spoiler doesn't just signal its family origin, but it is also an important component of the car's active aerodynamics. As part of the optional Aerodynamics Package, a fixed rear wing is available in either high-gloss black or carbon-fiber look. Further design elements include the diffuser and twin tailpipe trims fixed on the outer edges.

The design of the V8 models is made even more powerful through the addition of various details such as the lower and wider design of the front and rear bumpers. From the front, the car is characterized by the large lateral air inlets in turbine design with three horizontal fins as well as the high-gloss black jet wing with trim strip in silver shadow (AMG GT 63). On the AMG GT 63 S, the front splitter is additionally in silver shadow as opposed to being painted in the vehicle's body color.

From the side, the tapered side sills highlight the slender, muscular vehicle body; the additional sill inserts further underline the vehicle's sporty character. Wider and lower proportions at the rear end make the vehicle look as if sits more firmly on the road.

Compared to the six-cylinder model, the striking diffuser with larger shaped fins and directly connected diffuser blade increases the downforce at the rear axle and also features a trim element in high-gloss black (AMG GT 63 S in silver shadow). The V8 models are equipped with twin trapezoidal tailpipe trims while the six-cylinder variants can be recognized by their round twin tailpipe trims.

## Fine-tuned interplay of active elements

A significant contribution towards the high driving dynamics and handling safety of the AMG GT 4-Door Coupe is made by the active aerodynamics, which have been tuned to the special requirements of the four-door Coupe in extensive simulations, wind tunnel tests and road testing. The main components of the complex aerodynamics concept are the AIRPANEL active air control system in the front bumper, compact, multi-stage retractable and extending rear spoiler, and aerodynamic rim designs.

The intelligent interaction of the active aerodynamics features ensures the optimum combination of power output and low wind resistance. As part of this, the system reacts to the respective driving situation and the vehicle settings selected by the driver, varying the position of the rear spoiler appropriately to the computed optimum position.

AIRPANEL is made up of 20 vertically installed fins located in the lower section of the front bumper. These electronically controlled blinds are opened and closed very quickly by an electric motor in order to steer the air flow and thus ensure the aeroperformance and necessary engine cooling requirements are met.

### Active rear spoiler for more driving stability and dynamism

The active rear spoiler changes its position depending on the driving characteristics. In doing so, the control software takes into account numerous parameters: it evaluates the vehicle speed and lateral acceleration, reacts to the switch position for the AMG DYNAMIC SELECT drive program and also takes into account the separate, manual switch for the rear spoiler.

From a speed of 50 mph, the spoiler adopts different heights in order to either optimize the driving stability, reduce the air resistance or increase the top speed. If the system detects lateral dynamics, the spoiler moves into the most steep Dynamic position and thus ensures both dynamic and safe driving.

- Position 0, 0" in height
  - **V8 and inline 6-cylinder** 0 - 50 mph: Fully integrated into the design of the tailgate, the rear spoiler makes for a clean visual appearance at a standstill and at low speeds. When parked, the

positioning mechanism is protected against dirt and foreign bodies.

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- Position 1, 2.5" height
  - **V8 and inline 6-cylinder** 50 - 87 mph: In this position, the AMG GT 4-Door Coupe demonstrates the lowest air resistance (lower than in position 0), thus delivering the best-possible efficiency.
- Position 2, 5.1" height
  - **V8** 87 - 112 mph: Optimal balance between low air resistance and driving stability from the mid road speed range.
  - **Inline 6-cylinder** 87 mph - Vmax: Optimal balance between low air resistance and driving stability right up to the vehicle's top speed.
- Position 3, 2.3" height
  - **V8** 112 mph - Vmax: Optimal balance between low air resistance and driving stability right up to the vehicle's top speed.
  - **Inline 6-cylinder** Performance position, 112 - 149 mph, only in the drive programs "Sport+": Optimal performance thanks to increased downforce when cornering or braking.
  - **Inline 6-cylinder** Spoiler also extends to position 3 if the display button in the center console is pressed.
- Position 4, 6.7" height
  - **V8** Performance position, 112 - 162 mph, only in the "Sport+" and "RACE" drive programs: Optimal performance thanks to increased downforce when cornering or braking.
  - **V8** Spoiler also extends to position 4 if the display button in the center console is pressed.
  - **Inline 6-cylinder** No position 4
- Position 5, 7.2" height
  - **V8 and inline 6-cylinder** Dynamic position, 75 mph - Vmax, when the vehicle detects highly dynamic driving: Maximum lateral dynamics with greatest possible downforce providing for the best-possible road-holding. Simultaneously the greatest driving stability.

For the AMG GT 4-Door Coupe, there are also a range of aerodynamically optimized 19-inch light-alloy wheels available which create less turbulent air flow and thus reduce air resistance.

As an exclusive in its market segment, the new AMG GT 4-Door Coupe can also be equipped with an AMG Aerodynamics Package on request. It comprises a larger front splitter and additional flics on the lateral air inlets of the front bumper, an even more aerodynamically optimized diffuser and a fixed rear wing. The wing's blade can be mechanically adjusted in order to adapt the vehicle to the conditions of various race tracks. What's more, there are also guide elements on the lateral air inlets of the rear fenders.

Compared with the other model's adjustable rear spoiler extended to the full, at 186 mph, the rigid variant pushes the rear axle down onto the road surface with an additional 66 lbs. of aerodynamic force. The larger front splitter also reinforces the effect of the AIRPANEL active air management system: if the adjustable blinds are closed, the lift at the front axle is further reduced.

Another advantage of the complex work that has gone into this package: despite the increased downforce, the air resistance is even lower than on the variant equipped with the adjustable spoiler.

## **A look to suit your every wish**

**The new AMG GT 4-Door Coupe offers a broad scope of exterior equipment packages that allows various design accents to be set.**

For example, the Night Package includes high-gloss black trim elements, or the Chrome Package highlights the vehicle's exclusive character by means of trim elements and inserts in high-gloss chrome. Two Carbon-Fiber Packages offer an extensive selection of exterior carbon-fiber elements and the AMG Aerodynamics Package is a new feature in this segment with an aggressive fixed rear wing to give the car an even sportier look. High-quality paint finishes lend each AMG GT 4-Door Coupe a very special appearance. Upon request, a range of attractive matte paints and *designo* paint finishes are sure to draw attention to the vehicle. New among them is the matte color *designo* Brilliant Blue Magno, exclusively available for the AMG GT 4-Door Coupe.

### **Design and lightness: new AMG wheels**

To make a grand entrance – both visually and technically – the AMG GT 4-Door Coupe is shod in attractive and diverse wheel/tire combinations. The customer can thus choose from a multitude of rim designs measuring between 19 and 21 inches. Alongside their visual design, the developers in Affalterbach placed great emphasis on reducing the unsprung mass; this is especially true of the high-quality 21” forged light-alloy wheels. As standard, the AMG GT 4-Door Coupe comes with AMG 10-spoke wheels painted in silver in the dimensions 9.5 J x 19 at the front with 255/45 R 19 tires and 11.0 J x 19 at the rear with 285/40 R 19 tires. The AMG GT 63 S is equipped with AMG twin 5-spoke wheels painted in grey with a high-sheen finish. At the front, they have the dimensions 9.5 J x 20 and 265/40 ZR 20 tires, while at the rear they measure 11.0 J x 20 with 295/35 ZR 20 tires.

## Track-tuned meets tailor-made

The interior of the AMG GT 4-Door Coupe stuns thanks to its sporty ambiance and generous feeling of spaciousness. It presents itself as a symbiosis of performance and exclusivity, integrating the conspicuous AMG Drive Unit in V8 styling with ultra-modern, innovative operating concept into a Gran Turismo ambiance. Two passengers can sit comfortably in the rear of the four-door coupe in two different seating styles. Different design and equipment packages offer a wide range of scope for personalization.

The sculpted instrument panel in the cockpit of the AMG GT 4-Door Coupe forms an interesting contrast to the large trim element with its flowing style, which merges into the driver's door in a wrap-around effect. 64-color ambient lighting, ten color worlds and two different effects, which also include the illumination of the turbine-look air vents, round out the high quality impression. One clearly visible characteristic is the center console in V8 design featuring innovative display buttons that offer a novel and ground-breaking operating experience.

Two high-resolution 12.3-inch displays dominate the Widescreen Cockpit which comes as standard on all variants of the AMG GT 4-Door Coupe in the US market. The surface is formed by a bonded glass cover, which will be familiar from expensive smartphones and tablets. Three different styles are available for selection for these all-digital displays: "Classic," "Sport" and "Supersport." The different styles can be changed at any time using the Touch Control Buttons on the steering wheel.

The AMG main menu including RACETIMER is shown in high-resolution on the 12.3" Digital Instrument Cluster. As an option, a Head-up Display with AMG-Specific Content is also available. It projects an approximately 8.3" x 3.2" image featuring the most important driving data into the driver's field of vision.

Via the left-hand Touch Control button on the steering wheel, preferred information can be shown on the left or right-hand side of the instrument cluster – for example the classic speedometer and rev counter, information on navigation or assistance systems and even detailed engine data. Especially

sporty drivers can also display the lateral acceleration or the current output and torque values.

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In the "Supersport" view there is also extensive additional AMG-specific information, such as a prominent prompt to change up a gear ("shift light") in manual transmission mode, reminiscent of those found in motorsports.

The central display represents the interface to all further content and information, such as navigation, radio, media, telephone and vehicle data. The large full-screen map view ensures optimum legibility in all driving situations. There are also extra performance-oriented functions, such as visualization of the all-wheel drive.

### **With additional functions as an option: the new performance steering wheel**

The new AMG Performance Steering Wheel in sporty 3-spoke design blends ideal ergonomics with maximum functionality. It features a flattened bottom section and high-grade aluminum shift paddles as well as a 12 o'clock marking. Various functions are grouped together and can be precisely and intuitively operated via the Touch Control Buttons on the steering wheel. The driver controls the entire infotainment system using finger swipes, without having to take their hands off the steering wheel.

Optionally available for the AMG Performance Steering Wheel are steering wheel heating and innovative AMG Drive Unit Steering Wheel Buttons (standard on the AMG GT 63 S). These consist of a round controller with an integrated display beneath the right-hand steering-wheel spoke, plus two vertically positioned color display buttons with switches beneath the left-hand steering-wheel spoke.

The AMG drive programs can be actuated directly via the controller. The selected drive program is shown on the color TFT display directly integrated in the controller.

With the two configurable display buttons and the additional AMG switches, further AMG functions can be controlled ergonomically and directly on the steering wheel. This means that the driver can concentrate fully on dynamic driving without having to take their hands off the wheel. Each desired function can be depicted on the other TFT display, and the designated switch can be tapped by the driver to set the respective function. The driver's two preferred

AMG functions can be defined in this way and the settings changed with just one tap of the finger.

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As standard, the steering wheel comes in Black Nappa Leather. Other optional variants see the use of Black DINAMICA either in just the grip area or all-round (as part of the AMG Dynamic Plus Package) as well as Carbon-Fiber or Black Piano Lacquer in the upper and lower sections of the steering wheel rim, thus providing a range of additional personalization options and much greater motorsport flair.

### **Display buttons in the innovative center console**

Inspired by the two-door Mercedes-AMG GT, the center console of the new 4-door model is yet another special feature. A new and unique feature comes in the form of the color display buttons, integrated into the distinctive and tailor-made trim element. These allow the simultaneous display and control of the transmission logics, suspension, ESP®, exhaust system, start/stop function and rear spoiler. With their TFT technology the display buttons use color, intuitive symbols show the function and are easy to operate with just a small tap of the finger. They are supplemented by two rocker switches for drive program selection and audio volume regulation.

### **Comfortable, sporty and spacious front seats**

The AMG GT 4-Door Coupe uses a lightweight seating concept, as one would expect from its sports car character. Here, too, Mercedes-AMG proves that comfort and exclusivity are not diametric opposites for a performance-oriented vehicle setup and high safety levels – for example thanks to their 4-stage adjustable head restraints and the strong side bolsters which deliver greater lateral support. The comfortably ergonomic basic construction with high seat backrest makes for an especially comfortable shoulder area, while the seat adjustment range and diverse variability of the parameters for the seat cushion allow the legs to be stretched out more easily. A high-quality hand-crafting and especially independent character result, among other things, from the electroplated trim with AMG lettering in the seat backrest or the attractive color selection with fine details such as the color-contrasting topstitching and piping.

There are various configurations available for the driver's and front passenger seats. This ranges from AMG seats in MB-Tex / Black DINAMICA (or Nappa Leather for the eight-cylinder models) right up to the highly contoured AMG

Performance Seats with integrated head restraints. A large number of independent equipment concepts with exclusive colors are available to choose from. They can be combined with various trim elements and equipment. Numerous items of optional equipment further increase comfort and sportiness. Among these, the seat climatization function for driver and front passenger including seat heating and seat ventilation (standard on GT 63 and GT 63 S variants). There are also the optional Active Multicontour Front Seats with electro-pneumatic 4-way lumbar support and controls directly on the seat, electric seat cushion angle adjustment, mechanical seat cushion length adjustment as well as active cushions for adjustment of the lateral support provided by the seat backrest and cushion. Active Multicontour Front Seats also include a massage function.

### **Tailor-made space concept**

The Mercedes-AMG GT 4-Door Coupe is a true sports car. The space and comfort which it offers combine sportiness and everyday usability. This also applies to the second row of seats where different seating configurations fulfil a diverse range of demands.

- As standard, it is equipped with two individual seats with carbon-fiber seatbacks which cannot be folded forwards and a flat stowage compartment in the middle.
- Especially spacious is the Executive Rear Seat Package with two individual seats whose backrests can be folded forward and which feature a functional luxury center console with access to the infotainment functions and comfort features of the vehicle. Mobile phones can be charged wirelessly and there is also one socket, two USB connections and a temperature-controlled cup holder. The rear passengers can select diverse features via a touchscreen integrated into the console between the seats. The features range from calling up the dynamic data via the AMG menu to controlling the ambient lighting or the climate control and seat heating.

The trunk volume can be increased by folding forwards the seat backrests. The wide load compartment opening makes it easier to load and unload luggage and other items. The large tailgate can be opened and closed with the HAND-FREE ACCESS feature by moving the foot underneath the bumper.

### **The vehicle as a virtual race engineer: AMG TRACK PACE**

With AMG TRACK PACE, the driver can feel like World Champion Formula 1 driver Lewis Hamilton and call up a range of data when driving on closed race tracks. On the all models of the AMG GT 4-Door Coupe in the U.S. market, AMG TRACK PACE is a standard component.

If this function is enabled while driving on a race track, over 80 vehicle-specific sets of data (e.g. speed, acceleration) are recorded ten times per second. On top of this, lap and sector times are displayed, as well as the respective difference to a reference time. Because specific display elements are shown in green or red, the driver is able to see at a glance without reading numbers whether they are currently faster or slower than the best time.

After putting in some fast laps, the driver can use the data to analyze and, if necessary, improve their driving skills. In addition, acceleration and deceleration values (e.g. 0-60 mph, ¼ mile, 60-0 mph) can be measured and saved. Thanks to a newly developed algorithm which determines the vehicle position as precisely as possible, AMG TRACK PACE even detects when the circuit has been left or it has been shortened. This is done using GPS data as well as the sensors available in the vehicle (acceleration, gyroscope, steering angle, wheel speeds).

The points of data are displayed on the multimedia display, in the instrument cluster and on the Head-up Display. Well-known race tracks like the Nürburgring or Spa Francorchamps are already stored. Furthermore, it is also possible to record your own circuits.

### **Sporty fragrance: fuel for the senses**

The interior of the new Mercedes-AMG GT 4-Door Coupe has another world premiere in store. For the first time, as part of the AIR-BALANCE Package, "AMG#63," a unique fragrance, has been developed for an AMG vehicle. It is an appealing, sporty scent to match the spirit of the performance sports car brand.

The new AMG GT 4-Door Coupe can also be fitted with the ENERGIZING Comfort Package for improved driver fitness. This system networks different vehicle functions such as the air conditioning system, seat controls, massage functions, seat and steering wheel heating as well as the ambient lighting, in order to relax or energize the driver and passengers in a targeted manner with predefined programs.

For the ultimate audio pleasure, the optional Burmester® High-End 3D Surround Sound system is available. 23 speakers and 1450-watt system output recreate the feeling of being in a concert hall or at a live festival, as the customer wishes. 3D speakers in the roof liner create a wide-ranging three-dimensional sound which extends beyond the vehicle's own contours. Among the further highlights are the High-End ring radiator tweeters and AMG's own specific subwoofer which, with its external connection, guarantees excellent bass performance. With VIP settings, individual seats can be selected and the sound staging optimized. As part of the high-grade personalization of the sound experience, there are also style presets such as "Live" or "Easy Listening."

### **High sound and vibration comfort as well as fine-tuned aeroacoustics**

The developers of the new Mercedes-AMG GT 4-Door Coupe placed special consideration on the great noise and vibration comfort of the interior, which makes a great contribution to the performance-enhancing comfort of the vehicle. Especially on long journeys, customers recognize this as an important characteristic of quality. Vibrations caused by the drivetrain, the road and the wheels – just like wind noise – are kept out of the interior as best as possible. To do this, the developers optimally tuned the rigidity of the body and the suspension. AMG speed-sensitive power steering minimizes steering and road noises, while the dynamic transfer behavior of the individual components in the axle structure and steering as well as the decoupling abilities of the suspension mounts were also improved.

The low level of wind noise goes hand-in-hand with the first-class aerodynamic values, and the proven noise insulation concept has also been further fine-tuned: the seals around the doors and windows shield wind noise, while the exterior mirrors and A pillars are fine-tuned to one another in such a way that unavoidable noises caused by air flow around them are kept to a minimum. Optimizations to the main floor keep low-frequency noises down.

The Acoustic Comfort Package is optionally available in order to further minimize wind noises at high speeds. It comprises heat and sound-insulating laminated glass at the front which also protects against infrared and UV light, and which uses innovative acoustic film as well as a number of other sound insulation measures.

## Even more individual flair for the AMG GT 4-Door Coupe

To mark the launch of the new AMG GT 4-Door Coupe in early 2019, Mercedes-AMG will be offering an Edition 1 model for a limited period of 12 months only. By emphasizing the sporty aspects of the exterior and reinforcing the high-quality finish of the interior, this model offers even more exclusivity and distinctive appeal. The AMG Aerodynamics Package and the decals underline the affinity between this latest member of the AMG GT family and the world of motorsport. Together with the 21-inch AMG forged wheels in cross-spoke design with black accents, *designo* Graphite Grey Magno paint finish draws in all the looks.

The interior is made even more exclusive by AMG Performance Seats in Exclusive Nappa Leather in Magma Grey/Black with yellow contrasting topstitching. The AMG Performance Steering Wheel in DINAMICA with Yellow contrasting topstitching and AMG trim elements in Matte Carbon Fiber set further highlights in the interior. The limited-edition model is available as the Mercedes-AMG GT 63 S Edition 1 with the top-of-the-range 630 hp Handcrafted AMG 4.0L V8 biturbo engine.

The AMG Aerodynamics Package for the Edition 1 encompasses such features as a larger front splitter and additional flics on the front bumper, a further-enhanced aerodynamically-optimized diffuser and a fixed rear spoiler. The blade of this spoiler can be mechanically adjusted. The driver is thus able to adjust the balance of lift and the driving characteristics to suit individual preferences or the specific circumstances. The perfectly coordinated interaction between the various elements serves to optimize aerodynamic efficiency.

Compared with the basic model's adjustable rear spoiler extended to the full, at 186 mph, the rigid variant pushes the rear axle down onto the road surface with an additional 66 Lbs. of aerodynamic force. The larger front splitter also reinforces the effect of the AIRPANEL active air management system: if the adjustable blinds are closed, the lift at the front axle is further reduced.

Another advantage of the complex work that has gone into this package: the Cd value is even lower, despite the higher downforce. This win-win combination improves both the longitudinal and the lateral dynamics as experienced by the driver on the road or race track.

- Available in a limited quantity for the U.S. market
- Meticulously coordinated equipment and appointments for exterior and interior emphasize exclusivity and sportiness
- Available exclusively for top-of-the-range AMG GT 63 S model

**Exterior elements of the Edition 1**

- AMG Aerodynamics Package including larger front splitter and additional flics on the front bumper, even further aerodynamically optimized diffuser and fixed rear spoiler with mechanically adjustable blade
- Paintwork in *designo* Graphite Grey Magno
- AMG sports stripes in matte Graphite Grey on the sides above the side sill panels; on the hood, roof and tailgate
- 21-inch AMG Forged Cross-Spoke Wheels with Black Accents

**Interior elements of the Edition 1**

- AMG Performance Multicontour Seats
- Upholstery in Exclusive Nappa Leather in Magma Grey/Black with Yellow contrasting topstitching
- AMG Performance steering wheel in DINAMICA with Yellow contrasting topstitching, Yellow 12 o'clock marking and "Edition" badge, steering wheel bezel including control buttons and AMG shift paddles in black chrome, additional AMG Drive Unit Steering Wheel Buttons
- AMG Matte Carbon-Fiber Trim
- Yellow seatbelts
- Door center panels and armrests in Magma Grey Nappa Leather
- Upper section of instrument panel and door beltlines in Black Nappa Leather with Yellow contrasting topstitching
- AIR-BALANCE Package with new, specific "AMG #63" fragrance
- AMG Illuminated Door Sills
- Edition-specific Black floor mats in with Leather band bearing "AMG" lettering and Yellow topstitching

For the US market, the GT 63 S Edition 1 additionally comes equipped with the following packages:

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- AMG Night Package
- AMG Ceramic Composite Braking System
- Soft Close Doors
- ENERGIZING Comfort
- Burmester® High-End 3D Surround Sound System
- Driver Assistance Package
- Executive Rear Seat Package
- Heated rear seats

## Mercedes-AMG GT 53 4-Door Coupe

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### Engine

|                                 |       |                                                                                                                    |
|---------------------------------|-------|--------------------------------------------------------------------------------------------------------------------|
| Number of cylinders/arrangement |       | 6/inline, 4 valves per cylinder                                                                                    |
| Displacement                    | cc    | 2,999                                                                                                              |
| Bore x stroke                   | mm    | 83.0 x 92.4                                                                                                        |
| Rated output                    | hp    | 429 at 6,100 rpm, add. EQ Boost up to 21                                                                           |
| Rated torque                    | lb-ft | 384 at 1,800 – 5,800 rpm                                                                                           |
| Compression ratio               |       | 10.5 : 1                                                                                                           |
| Mixture formation               |       | Microprocessor-controlled fuel injection, charging with exhaust gas turbocharger and electric auxiliary compressor |

### Power transmission

|              |                   |                                                                      |
|--------------|-------------------|----------------------------------------------------------------------|
| Drive system |                   | AMG Performance 4MATIC+ variable all-wheel drive                     |
| Transmission |                   | AMG SPEEDSHIFT TCT 9G (automatic transmission with torque converter) |
| Gear ratios  | Final drive ratio | 3.27                                                                 |
|              | 1st gear          | 5.35                                                                 |
|              | 2nd gear          | 3.24                                                                 |
|              | 3rd gear          | 2.25                                                                 |
|              | 4th gear          | 1.64                                                                 |
|              | 5th gear          | 1.21                                                                 |
|              | 6th gear          | 1.00                                                                 |
|              | 7th gear          | 0.86                                                                 |
|              | 8th gear          | 0.72                                                                 |
|              | 9th gear          | 0.60                                                                 |
|              | Reverse gear      | n/a                                                                  |

### Suspension

|                |  |                                                                                                                                                                                                                                                                                                                                        |
|----------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front axle     |  | AMG four-link suspension, coil springs, gas-filled shock absorbers and Adaptive Damping System                                                                                                                                                                                                                                         |
| Rear axle      |  | AMG independent multi-link suspension, coil springs, gas-filled shock absorbers and Adaptive Damping System                                                                                                                                                                                                                            |
| Braking system |  | Hydraulic dual-circuit braking system; Internally-vented, perforated 14.2" x 1.4" composite brake discs at the front, 6-piston Aluminum fixed caliper; Internally-ventilated, perforated 14.2" x 1.0" mm brake discs at the rear, single-piston Aluminum floating caliper; electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering       |  | Electromechanical speed-sensitive power steering with toothed rack, variable steering ratio (14.4:1 at dead center) and variable power assistance                                                                                                                                                                                      |
| Wheels         |  | Front: 9.5 J x 19; rear: 11 J x 19                                                                                                                                                                                                                                                                                                     |
| Tires          |  | Front: 255/45 R 19; rear: 285/40 R 19                                                                                                                                                                                                                                                                                                  |

### Dimensions and weights

|                               |            |           |
|-------------------------------|------------|-----------|
| Wheelbase                     | in         | 116.2     |
| Track, front/rear             | in         | 65.9/65.6 |
| Overall length                | in         | 199.2     |
| Overall width (w/ mirrors)    | in         | 81.5      |
| Overall height                | in         | 57.3      |
| Turning circle (wall-to-wall) | ft         | 41.3      |
| Trunk capacity                | cubic feet | TBA       |
| Curb weight                   | lbs        | TBA       |

### Performance

|                       |     |                              |
|-----------------------|-----|------------------------------|
| Acceleration 0-60 mph | s   | 4.4 (est.)                   |
| Top speed             | mph | 174 (electronically limited) |

\*Specifications preliminary and subject to change

## Mercedes-AMG GT 63 4-Door Coupe

### Engine

|                                 |       |                                                              |
|---------------------------------|-------|--------------------------------------------------------------|
| Number of cylinders/arrangement |       | 8/V, 4 valves per cylinder                                   |
| Displacement                    | cc    | 3,982                                                        |
| Bore x stroke                   | mm    | 83.0 x 92.0                                                  |
| Rated output                    | hp    | 577 at 5,500 – 6,500 rpm                                     |
| Rated torque                    | lb-ft | 590 at 2,500 – 4,500 rpm                                     |
| Compression ratio               |       | 8.6 : 1                                                      |
| Mixture formation               |       | Microprocessor-controlled fuel injection, twin turbocharging |

### Power transmission

|              |                   |                                                                                        |
|--------------|-------------------|----------------------------------------------------------------------------------------|
| Drive system |                   | AMG Performance 4MATIC+ variable all-wheel drive                                       |
| Transmission |                   | AMG SPEEDSHIFT MCT 9G (automatic transmission with wet multiple-disc start-off clutch) |
| Gear ratios  | Final drive ratio | 3.27                                                                                   |
|              | 1st gear          | 5.35                                                                                   |
|              | 2nd gear          | 3.24                                                                                   |
|              | 3rd gear          | 2.25                                                                                   |
|              | 4th gear          | 1.64                                                                                   |
|              | 5th gear          | 1.21                                                                                   |
|              | 6th gear          | 1.00                                                                                   |
|              | 7th gear          | 0.86                                                                                   |
|              | 8th gear          | 0.72                                                                                   |
|              | 9th gear          | 0.60                                                                                   |
|              | Reverse gear      | n/a                                                                                    |

### Suspension

|                |  |                                                                                                                                                                                                                                                                                                                                               |
|----------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front axle     |  | AMG four-link suspension, multi-chamber air springs, two-tube gas-filled shock absorbers and AMG RIDE CONTROL Adaptive Damping System                                                                                                                                                                                                         |
| Rear axle      |  | AMG multi-link suspension, multi-chamber air suspension, single-tube gas-filled shock absorbers and AMG RIDE CONTROL Adaptive Damping System                                                                                                                                                                                                  |
| Braking system |  | Hydraulic dual-circuit braking system; Internally-vented, perforated 15.4" x 1.4" composite brake discs at the front, 6-piston Aluminum fixed caliper; Internally-ventilated, perforated 14.2" x 1.0" composite brake discs at the rear, single-piston Aluminum floating caliper; electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering       |  | Electromechanical speed-sensitive power steering with toothed rack, variable steering ratio (14.4:1 at dead center) and variable power assistance                                                                                                                                                                                             |
| Wheels         |  | Front: 9.5 J x 19; rear: 11 J x 19                                                                                                                                                                                                                                                                                                            |
| Tires          |  | Front: 255/45 R 19; rear: 285/40 R 19                                                                                                                                                                                                                                                                                                         |

### Dimensions and weights

|                               |            |           |
|-------------------------------|------------|-----------|
| Wheelbase                     | in         | 116.2     |
| Track, front/rear             | in         | 65.9/65.6 |
| Overall length                | in         | 199.2     |
| Overall width (w/ mirrors)    | in         | 81.5      |
| Overall height                | in         | 56.8      |
| Turning circle (wall-to-wall) | ft         | 41.3      |
| Trunk capacity                | cubic feet | TBA       |
| Curb Weight                   | lbs        | TBA       |

### Performance

|                       |     |                              |
|-----------------------|-----|------------------------------|
| Acceleration 0-60 mph | s   | 3.3 (est.)                   |
| Top speed             | mph | 193 (electronically limited) |

\*Specifications preliminary and subject to change

## Mercedes-AMG GT 63 S 4-Door Coupe

### Engine

|                                 |       |                                                              |
|---------------------------------|-------|--------------------------------------------------------------|
| Number of cylinders/arrangement |       | 8/V, 4 valves per cylinder                                   |
| Displacement                    | cc    | 3,982                                                        |
| Bore x stroke                   | mm    | 83.0 x 92.0                                                  |
| Rated output                    | hp    | 630 at 5,500 – 6,500 rpm                                     |
| Rated torque                    | lb-ft | 664 at 2,500 – 5,000 rpm                                     |
| Compression ratio               |       | 8.6 : 1                                                      |
| Mixture formation               |       | Microprocessor-controlled fuel injection, twin turbocharging |

### Power transmission

|              |                   |                                                                                        |
|--------------|-------------------|----------------------------------------------------------------------------------------|
| Drive system |                   | AMG Performance 4MATIC+ variable all-wheel drive                                       |
| Transmission |                   | AMG SPEEDSHIFT MCT 9G (automatic transmission with wet multiple-disc start-off clutch) |
| Gear ratios  | Final drive ratio | 3.27                                                                                   |
|              | 1st gear          | 5.35                                                                                   |
|              | 2nd gear          | 3.24                                                                                   |
|              | 3rd gear          | 2.25                                                                                   |
|              | 4th gear          | 1.64                                                                                   |
|              | 5th gear          | 1.21                                                                                   |
|              | 6th gear          | 1.00                                                                                   |
|              | 7th gear          | 0.86                                                                                   |
|              | 8th gear          | 0.72                                                                                   |
|              | 9th gear          | 0.60                                                                                   |
|              | Reverse gear      | n/a                                                                                    |

### Suspension

|                |  |                                                                                                                                                                                                                                                                                                                                               |
|----------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front axle     |  | AMG four-link suspension, multi-chamber air springs, two-tube gas-filled shock absorbers and AMG RIDE CONTROL Adaptive Damping System                                                                                                                                                                                                         |
| Rear axle      |  | AMG multi-link suspension, multi-chamber air suspension, single-tube gas-filled shock absorbers and AMG RIDE CONTROL Adaptive Damping System                                                                                                                                                                                                  |
| Braking system |  | Hydraulic dual-circuit braking system; Internally-vented, perforated 15.4" x 1.4" composite brake discs at the front, 6-piston Aluminum fixed caliper; Internally-ventilated, perforated 14.2" x 1.0" composite brake discs at the rear, single-piston Aluminum floating caliper; electric parking brake, ABS, Brake Assist, three-stage ESP® |
| Steering       |  | Electromechanical speed-sensitive power steering with toothed rack, variable steering ratio (14.4:1 at dead center) and variable power assistance                                                                                                                                                                                             |
| Wheels         |  | Front: 9.5 J x 20; rear: 11 J x 20                                                                                                                                                                                                                                                                                                            |
| Tires          |  | Front: 265/40 ZR 20; rear: 295/35 ZR 20                                                                                                                                                                                                                                                                                                       |

### Dimensions and weights

|                               |            |           |
|-------------------------------|------------|-----------|
| Wheelbase                     | in         | 116.2     |
| Track, front/rear             | in         | 65.7/65.2 |
| Overall length                | in         | 199.2     |
| Overall width (w/ mirrors)    | in         | 81.5      |
| Overall height                | in         | 57        |
| Turning circle (wall-to-wall) | ft         | 41.3      |
| Trunk capacity                | cubic feet | TBA       |
| Curb Weight                   | lbs        | TBA       |

### Performance

|                       |     |                              |
|-----------------------|-----|------------------------------|
| Acceleration 0-60 mph | s   | 3.1 (est.)                   |
| Top speed             | mph | 195 (electronically limited) |

\*Specifications preliminary and subject to change