



Mercedes-Benz



Mercedes-AMG GT Roadster and Mercedes-AMG GT C Roadster

Press Information

Open-top driving performance as a twin pack

March 2017

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Mercedes-AMG GT Roadster and Mercedes-AMG GT C Roadster

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

Portfolio: Mercedes-AMG is expanding its GT family with the two Roadster models: the AMG GT Roadster and the AMG GT C Roadster, a new model with a performance level between the AMG GT S and the AMG GT R.

Bodywork: Two-seater Roadster with aluminum spaceframe and aluminum body. The bodyshell has been reinforced and a cross-member behind the seats supports the fixed roll-over protection system.

World first: A new material combination is being used for the first time on a standard-production vehicle: the trunk lid is made of a combination of SMC (Sheet Molding Compound) and carbon fiber. Advantages: light weight, high strength and outstanding surface quality.

Soft top: Three-layer fabric soft top with magnesium/steel/ aluminum substructure to keep the Roadster's center of gravity low. The soft top opens or closes in 11 seconds when travelling at speeds of up to 31 mph, and is available in three colors: black, beige or red.

Design feature: Like the Mercedes-AMG GT R, both Roadster variants feature the AMG Panamericana Grille.

Aerodynamics: The AMG GT and GT C Roadsters feature the same AIRPANEL active air management system (vertical louvers behind the front bumper able to open and close in about one second) as the AMG GT R. Advantage: improved aerodynamic balance and performance.

Interior: Exclusive nappa leather interior appointments in Macchiato Beige with waterfall diamond stitching are available for the first time. AMG Performance seats are available with AIRSCARF neck-level heating and seat climate control for the first time. AIRSCARF is also standard for the U.S. for the standard-fit AMG sport seats.

Connectivity: The AMG Track Pace app, when combined with the COMAND system, turns the Apple iPhone® into a personal race engineer. Customers can use the app to analyze and improve their driving style on the track and can share this information with other AMG drivers via Facebook, YouTube or the AMG Private Lounge.

Sound system: The speaker system, featuring the newly-developed External Coupled Subwoofer (ECS), allows exceptionally powerful bass playback. Instead of a traditional housing, the ECS uses the entire vehicle interior as a woofer thanks to

a special aperture in the right rear wheel arch. The subwoofer is connected to the bodyshell via this aperture, transmitting a space-filling sound.

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Output:

- AMG GT Roadster: 469 hp
- AMG GT C Roadster 550 hp (35 hp more than the AMG GT S; 27 hp fewer than the AMG GT R)

Distinguishing features of the Mercedes-AMG GT C Roadster compared with the Mercedes-AMG GT Roadster:

- Active rear-wheel steering
- Electronically controlled rear-axle limited-slip differential
- AMG RIDE CONTROL sport suspension with Adaptive Damping System
- Wider tail end, wider track and more traction: new rear fenders add a total of 2.2-inches to the width of the Mercedes-AMG GT C Roadster at the rear.
- Larger compound brake discs at the front
- More exclusive interior appointments with nappa leather, AMG Performance steering wheel in nappa leather/DINAMICA microfiber, embossed AMG emblem in the center console, AMG instrument cluster with 220mph and red highlights
- Additional “RACE” mode
- AMG Performance exhaust system equipped as standard. Two infinitely adjustable flaps modulate the exhaust note, opening and closing depending on the selected AMG DRIVE SELECT mode. The AMG Performance exhaust system can also be controlled individually using a separate button.

Another breath of fresh air for the AMG GT family

Mercedes-AMG is injecting another breath of fresh air into the AMG GT family, augmenting its sports car portfolio with two scintillating Roadster models: the AMG GT Roadster, with an output of 469 hp and the AMG GT C Roadster, with 550 hp. In terms of output, the AMG GT C is positioned between the AMG GT S and the AMG GT R and also employs some of the sophisticated technical features of the Mercedes-AMG GT R such as active rear-wheel steering and electronically controlled rear-axle limited-slip differential. In combination with the AMG RIDE CONTROL sport suspension, the AMG GT C Roadster guarantees dynamic performance at the very highest level. The AMG GT C Roadster also takes its lead from the AMG GT R where muscular proportions are concerned: wider rear fenders create space for a wider track and wider wheels at the rear axle, allowing even higher cornering speeds and outstanding traction. The variable performance exhaust system, fitted as standard, ensures an authentic V8 sound from the AMG GT C Roadster.

The new Roadsters make hallmark AMG driving performance an even more intensive experience. "With our new Roadster models, we are strategically expanding the AMG GT family by adding two exciting variants. With the AMG GT C Roadster, we are also introducing a new model variant to which we have transferred main performance-related components from our top sports car, the AMG GT R. The result: a highly dynamic driving experience in a very exclusive ambience, coupled with that pure roadster feeling," says Tobias Moers, Chairman of Mercedes-AMG GmbH.

With the two new Roadster variants, the Mercedes-AMG GT family has now increased to six members. The two new sports cars have many technical genes for which AMG is famous, including a lightweight and torsionally rigid aluminum bodyshell plus a powerful yet efficient V8 biturbo engine. The entry level into the AMG Roadster world is the Mercedes-AMG GT Roadster, with an output of 469 hp. The Mercedes-AMG GT C Roadster adds a completely new output rating. With 550 hp, it is positioned between the Mercedes-AMG GT S and the Mercedes-AMG GT R.

The AMG GT C Roadster not only delivers more output and torque, it also impresses with numerous technical highlights from the Mercedes-AMG GT R for even more dynamic performance. The AMG GT C Roadster is distinguishable from the AMG GT Roadster by virtue of its wide, muscular tail end and large wheels.

Other technical measures include the wider rear track and active rear-wheel steering. The GT C Roadster also features a lithium-ion battery and comes complete with a highly exclusive specification including a nappa leather interior, AMG Performance steering wheel in nappa leather/DINAMICA microfiber and RACE mode.

Technical data at a glance:

	Mercedes-AMG GT Roadster	Mercedes-AMG GT C Roadster
Engine	AMG handcrafted 4.0L V8 biturbo	AMG handcrafted 4.0L V8 biturbo
Displacement	3,982 cc	3,982 cc
Output	469 hp @ 6,000 rpm	550 hp @ 5,750-6,750 rpm
Max. torque	465 lb-ft @ 1,700-5,000 rpm	502 lb-ft @ 1,900-5,750 rpm
Drive system	Rear-wheel drive	Rear-wheel drive
Transmission	AMG SPEEDSHIFT DCT 7-speed dual-clutch transmission	AMG SPEEDSHIFT DCT 7-speed dual-clutch transmission
Weight (lbs.)	3,516	3,660
Power-to-weight ratio	7.49 lb/hp	6.65 lb/hp
Acceleration 0-60 mph	3.9 s	3.7 s
Top speed	188 mph	196 mph
Rear-axle limited-slip differential	Mechanical	Electronically controlled
Suspension	AMG sport suspension	AMG RIDE CONTROL sport suspension with Adaptive Damping System
Wheels, front / rear	9.0 x 19 / 11.0 x 19	9.0 x 19 / 12.0 x 20
Tires, front / rear	255/35 R 19 / 295/35 R 19	265/35 R 19 / 305/30 R 20
Brake discs, front / rear	14.2 in / 14.2 in	15.4 in / 14.2 in
Transmission modes	Four: C, S, S+, I	Five: C, S, S+, I, RACE

Pure sports car experience with muscular rear end

From the expressive AMG Panamericana grille to the long hood and the muscular rear end, the AMG GT Roadster family guarantees a pure sports car experience even when stationary. The striking AMG Panamericana grille underlines motor racing heritage: 15 chrome-plated, vertical bars echo the look of the Mercedes-AMG GT3 racing car. The new front bumper emphasizes the car's width and gives it a road-hugging appearance and large outer air inlets guarantee the supply of cooling air to the engine.

The LED High Performance headlamps offer more safety at night and provide an unmistakably sporty and distinctive look. Thanks to LED technology, the headlamps illuminate the road more effectively than conventional headlamps – with lower energy consumption.

The two AMG GT Roadster variants have adopted a special technical highlight from the AMG GT R: the AIRPANEL active air management system. Vertical louvers located in the lower area of the front bumper can be opened and closed by an electric motor in around one second in order to provide optimal cooling to the engine at all times. During normal driving with no increased cooling demand, the louvers are closed for reduced drag and air is directed to the underbody. When certain engine components reach predefined temperatures the louvers open to allow the maximum cooling air flow to the engine's heat exchangers.

Viewed from the side, the pronounced shoulder line is suggestive of a tensed muscle, enhancing the impression of sheer power and sportiness, in combination with new AMG light-alloy wheels.

Muscular with an emphasis on width: the rear end design

The rear end also features numerous, conspicuous innovations. New aluminum rear fenders on the AMG GT C Roadster widen the open-top two-seater by 2.2-inches compared with the AMG GT Roadster, and provide the exact width found at the rear of the AMG GT R. Compared with the AMG GT Roadster; the muscular form also creates space for larger wheels and a wider track. Both measures increase traction and allow for higher cornering speeds.

The wider contours of the AMG GT C Roadster's rear bumper also improve the airflow at the rear thanks to large outer air vents. Both Roadster variants feature an aerofoil integrated into the trunk lid which is electrically extended and retracted at defined speeds, depending on the selected transmission mode.

The AMG GT Roadster comes as standard with silver, 10-spoke 9.0 x 19 wheels and 255/35 R 19 tires in the front and 11.0 x 19 wheels with 295/35 R 19 tires at the rear. The AMG GT C Roadster runs on titanium grey 5-twin-spoke 9.0 x 19 wheels with 265/35 R 19 tires in the front and 12.0 x 20 wheels with 305/30 R 20 tires at the rear. In addition, the AMG GT C Roadster differentiates itself with standard Exterior Silver Chrome Package, which is unique to the GT C variant of the lineup.

Fully automatic: the weight-optimized fabric soft top

The three-layer fabric soft top opens and closes fully automatically at the push of a button in around eleven seconds, and can do so at speeds of up to 31 mph. The three soft-top colors (black, red and beige) can be selected to suit the wide selection of available exterior and interior colors. The roof is supported by a lightweight magnesium, steel and aluminum structure, which helps to keep the center of gravity low while the inserted acoustic mat reduces the noise level. Additional roll-over protection is provided by an integrated aluminum cross-member.

Greater rigidity and low weight: the bodywork

Various aluminum alloys are used for the spaceframe and body of the new Roadster models, while the front deck is made of magnesium. This extremely light element at the front reduces inertia ahead of the front axle, thus improving agility.

The already rigid bodyshell structure has been further reinforced to take account of the car's design as a roadster, including side skirts with thicker walls, for instance. The dashboard support is braced against the windscreen surround with additional struts, and a strut tower brace between the soft top and the fuel tank reinforces the rear axle. A cross-member behind the seats supports the fixed roll-over protection system.

Innovative material combination for the trunk lid

The trunk lid is particularly lightweight thanks to an innovative composite material. The load-bearing structure is of SMC (Sheet Molding Compound) bonded with

carbon fiber. These high-tech plastics excel with their lightweight design, high strength and outstanding surface quality. The innovative materials were developed by the Mercedes-Benz TEC factory in Sindelfingen, and brought to production together with the AMG specialists in Affalterbach. This material combination is used for the first time in the new AMG Roadsters.

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The AMG lightweight construction experts have also used an intelligent composite material mix for the wheel-catching struts. 50 percent lighter than the equivalent steel component, these composite components help to guide the front wheels onto the side members as part of the intended crash kinematics in an accident.

High quality and exclusivity

The interior design echoes the design lines of the exterior. The dashboard places a firm emphasis on width, creating the impression of a powerful wing. High beltlines, concave door panels, dynamically rising center console and low seating position perfectly integrate the driver into the cockpit. The new, light-colored interior in Macchiato Beige Exclusive Nappa leather is available for the first time, lending the open-top sports car even more individuality and exclusivity.

The standard AMG Performance seats provide lateral support with a heavily contoured backrest and seat cushion side bolsters. For the first time, AMG Performance seats are standard with AIRSCARF neck-level heating on all AMG GT Roadsters, which makes open-air driving enjoyable even in low outside temperatures. The neck-level air vent is seamlessly integrated into the seat's headrest area. To meet the individual preferences of customers, the temperature of the warm airflow can be set in three stages.

Customers wishing to enjoy comfortable temperatures even on very hot summer days can also opt for the seat climate control (standard on the AMG GT C Roadster), which is also available exclusively for the AMG Performance seats for the first time. The intensity of the climatisation can also be set in three stages.

The standard wind deflector between the roll-over bars provides effective protection from turbulence for the neck and rear of the head, and directs undesirable air swirl above the passengers, reducing wind noise. The transparent polycarbonate design blends in elegantly with the car's silhouette.

Impressive sound in the interior: External Coupled Subwoofer

The Burmester® Surround Sound System (standard on AMG GT C Roadster) and the available Burmester® High-End Surround Sound System ensure a very special musical experience in the AMG GT Roadster and AMG GT C Roadster. Both systems benefit from the innovative External Coupled Subwoofer (ECS). This new bass sound reproduction system with an extremely low bass range turns the open two-seater into a mobile concert stage.

Instead of a subwoofer box of limited dimensions, ECS uses the entire interior as a woofer. This is made possible by a special aperture in the right rear wheel arch. The subwoofer is connected to the bodyshell via this aperture, transmitting the impressive sound.

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Further output rating for the AMG Handcrafted 4.0L V8 biturbo engine

With the AMG GT C Roadster, Mercedes-AMG is introducing a further output rating of the AMG Handcrafted 4.0L V8 biturbo engine, thereby underlining the exclusive character of the new model. At 550 hp, the peak output is 35 hp above that of the AMG GT S and 27 hp below the Mercedes-AMG GT R. The maximum torque of 502 lb-ft is available from 1,900 to 5,750 rpm.

Acceleration from 0 to 60 mph is achieved in just 3.7 seconds, and this acceleration continues until the top speed of 196 mph is reached. The AMG GT Roadster has an output of 469 hp and a torque of 465 lb-ft. This variant accelerates to 60 mph in 3.9 seconds, and has a top speed of 188 mph.

The biturbo eight-cylinder engine thrills with its immediate response, a linear, finely controllable power delivery and powerful acceleration in all rpm ranges. The AMG Handcrafted 4.0L V8 biturbo engine comes with a well-proven biturbo system, with the two chargers not located outside on the cylinder banks, but rather between them in the V of the cylinders. The advantages of the "hot inner V" are a compact engine design, spontaneous response from the turbochargers and lower exhaust emissions thanks to optimum air flow for the close-coupled catalytic converters.

Also adapted: AMG SPEEDSHIFT DCT 7-speed sport transmission

AMG developers have also adapted the seven-speed dual clutch transmission in a transaxle arrangement to the new power level of the Mercedes-AMG GT C Roadster by modifying both hardware and software. The first gear of the AMG SPEEDSHIFT DCT 7-speed sport transmission has a higher ratio, while seventh gear and the final drive have a lower ratio. This makes for even more agile acceleration and very fast responses to sudden accelerator movements.

The driver is able to set the AMG GT Roadster to his/her individual requirements using the AMG DYNAMIC SELECT Controller. The four transmission modes – "C" (Comfort), "S" (Sport), "S+" (Sport Plus) and the individually programmable set-up "I" (Individual) – allow for a broad range of driving experiences from comfortable to very sporty. Key parameters are modified – such as the response of the engine, transmission, suspension, steering and ESP® systems.

"Comfort" is a well-balanced transmission mode with comfort-oriented suspension damping and steering set-up, as well as a fuel-efficient powertrain configuration with early upshifts and a discreet engine sound. ECO start/stop function and coasting function activated – when the driver releases the accelerator in a speed between 37 and 99 mph, the engine is decoupled from the drive system. The electronics reduce engine speed to idle and resistance is reduced by the compression and frictional forces of the engine in overrun mode.

The DYNAMIC SELECT "Sport" and "Sport+" transmission modes are designed for high vehicle dynamics. This results from an agile accelerator pedal characteristics, emotionally-appealing shortened shift times and double-clutching function on downshifts. The increased idle speed in "Sport+" mode additionally enables the vehicle to accelerate particularly quickly and ensures rapid acceleration from rest.

"RACE" mode is additionally available for the Mercedes-AMG GT C Roadster. This mode optimally adjusts the engine parameters and shift strategy of the dual clutch transmission to the needs of the race track – including very fast shift speeds and a highly emotional engine sound.

By pressing the separate "M" button in the center console, the driver can activate manual transmission mode in any drive mode in order to change gears using the steering-wheel-mounted shift paddles. The suspension set-ups can also be separately selected if desired.

Pure sound: AMG Performance Exhaust system

The AMG GT C Roadster is equipped with the AMG Performance Exhaust system as standard to produce an even more emotional sound experience. Two variably adjustable flaps modulate the exhaust note of the Mercedes-AMG GT C Roadster authentically and directly. The flaps open and close depending on the selected AMG DRIVE SELECT mode, although they can also be controlled individually using a separate button in the AMG DRIVE UNIT. In the "Comfort" and "Sport" settings, the low-frequency sound typical of a V8 is designed for comfortable cruising. In "Sport+" and "RACE" modes, meanwhile, the sound composition is far more emotional. The variable AMG Performance exhaust system is also available as an option on the Mercedes-AMG GT Roadster.

The RACE START function in the AMG GT C Roadster has new, greatly simplified control logic: in Sport, Sport+ or RACE mode, all the driver has to do is firmly press the brake pedal with their left foot and simultaneously fully depress the accelerator pedal with their right foot. The on-board electronics will then set the optimum engine speed. Depending on requirements or the road surface conditions, the engine speed can be increased or lowered in a certain range by activating the shift paddles. Once the driver takes their foot off the brake pedal, the AMG GT C Roadster will accelerate with optimal traction. The AMG GT C Roadster completes the sprint from 0 to 60 mph in just 3.7 seconds, while the AMG GT Roadster takes 3.9 seconds.

Borrowed from motorsport

The AMG sport suspension likewise confirms the motor racing heritage of the new AMG Roadster models. Wishbones, steering knuckles and hub carriers on the front and rear axles are made entirely from forged aluminum to reduce the unsprung mass. In addition, the wheels are located by double wishbones. The resulting camber and track stability allows for high cornering speeds while giving the driver optimum, highly precise road feedback right up to the very high critical cornering limits.

The Mercedes-AMG GT C Roadster is equipped with the AMG RIDE CONTROL sport suspension with Adaptive Damping System as standard. The electronically controlled system automatically adapts the damping on each wheel to the current driving situation, speed and road conditions.

What is more, the customer can set the adaptive damping in three stages (Comfort, Sport and Sport+) to choose between relaxed comfort on long journeys and maximum sportiness. The rebound and compression levels are adjusted independently of each other, and the freely programmable characteristics map permits a wide spread between the minimum and maximum damper force. The difference between the comfortable and sporty suspension setting is more refined and even more perceptible depending on the particular driving situation.

Even greater agility: active rear-wheel steering from the AMG GT R

As standard, the new Mercedes-AMG GT C Roadster has even more precise handling thanks to active rear-wheel steering that made its debut in the Mercedes-AMG GT R. The system offers an ideal combination of agility and stability - handling characteristics that are normally in direct conflict.

Up to a speed of 62 mph, the rear wheels point in the opposite direction to the front wheels. The Mercedes-AMG GT C Roadster turns into corners with significantly higher agility as a result, delivering even more driving pleasure and requiring less steering input. Under everyday driving conditions, the driver also benefits from a smaller turning circle, such as when turning or parking.

Once the speed of the AMG GT C Roadster exceeds 62 mph, the system turns the rear wheels in the same direction as the front wheels, noticeably improving

handling stability. At the same time, the lateral force on the rear wheels builds up considerably faster on changes of direction, speeding up steering response. The driver also notices the high grip and stability of the Mercedes-AMG GT C Roadster during rapid changes of direction, without the usual tendency for the rear to break out.

Standard equipment: rear-axle limited-slip differential

As standard, the AMG GT C Roadster is equipped with an electronically controlled locking differential at the rear axle, while the Mercedes-AMG GT Roadster receives a mechanical locking differential. These differentials are integrated into the compact transmission housing.

The electric unit's sensitive and fast control raises the critical limit of vehicle dynamics to a new level and not only further improves the traction of the drive wheels, but also increases the critical cornering speed and corner exit speed. Additionally, the car remains more stable when braking from high speeds, and accelerating aggressively. The greatest benefit of the electronic rear-axle limited-slip differential is the even more sensitive and proactive control, which pushes the thresholds higher and makes it even easier to drive at the vehicle's limits. To deliver optimum cooling, the housing of the limited-slip differential has additional cooling fins.

Direct and with clear feedback: AMG speed-sensitive sport steering

The electromechanical speed-sensitive sport steering has a variable ratio in the AMG GT Roadster and AMG GT C Roadster. It stands out thanks to the AMG-specific rack-and-pinion ratio with its precise, highly authentic feedback. The clearly defined center bearing and authentic feedback likewise contribute to the optimum steering feel.

Good sensitivity and fade-resistant: high-performance compound braking system

The large, high-performance compound braking system decelerates the performance car reliably and quickly, and is fade-resistant even under high loads. The AMG GT Roadster has 14.2" x 1.4" internally ventilated and perforated compound brake discs with six-piston fixed calipers on the front axle and 14.2" x .9" discs with single-piston floating brake calipers on the rear axle. The AMG GT C

Roadster is fitted with even larger 15.4" x 1.4" compound brake discs on the front axle.

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Both Roadster models are optionally available with AMG Carbon Ceramic braking system, with 15.8" x 1.5" brake discs on the front axle and 14.2 x 1.3" on the rear axle. Specially painted brake calipers with "AMG Carbon Ceramic" lettering identify this high-performance braking set up. Exceptionally short stopping distances, a precise pressure point and outstanding resistance to fading even under extreme operating conditions – the AMG ceramic high-performance compound braking system offers motorsport-like braking performance and weighs around 40 percent less than conventional compound brake discs.

More safety and driving enjoyment: three-stage ESP®

The three-stage ESP® allows significantly enhanced vehicle dynamics and driving enjoyment in ESP® Sport Handling Mode and with the ESP® OFF setting. The specific traction logic is active at all times: when a driven wheel starts to lose traction, ESP® applies the brakes in a targeted way for optimum transfer of the engine output to the road.

In this way, the three-stage ESP® provides additional safety or more fun at the wheel to suit requirements.

- ESP® ON: for a high level of safety by adapting to the sporty character of the car
- ESP® Sport Handling Mode: allows wider yaw angles before system intervention for a sporty driving style
- ESP® OFF: system deactivated for a sporty driving style on closed circuits. During hard braking ESP® is switched back on temporarily.

Data logger for use on the race track

The new AMG Track Pace feature is available for both AMG GT Roadster models. It is part of the optional COMAND infotainment system and turns the Apple iPhone® into a personal race engineer. Customers can use the app to analyze and improve their driving style on the track as well as share their track video and data with other AMG drivers via Facebook, YouTube or the AMG Private Lounge.

The app for the Apple iPhone® connects to the AMG GT models by WiFi allowing the vehicle to send a wealth of data to the app in real-time, such as speed, gear, steering angle, time, position and acceleration.

Lap or sector times on racetracks can be saved, and numerous track profiles are already stored on the app for this purpose. Drivers are also able to record and save further race tracks themselves. In addition, the Apple iPhone® camera records the performance on the race track and the app creates an interactive video of the driver's racing experience with all the telemetry data superimposed.

Even more exclusivity: the 'Edition 50'

The new AMG GT C Roadster, like the new AMG GT C Coupe, is available as an exclusively-equipped 'Edition 50' special model in a limited quantity of 500 cars worldwide – with 50 Roadsters coming to the U.S. This special edition marks the landmark year for AMG, which was founded in 1967 and celebrates its 50th anniversary in 2017.

The 'Edition 50' AMG GT C Roadster is immediately distinguishable by the special paint finish in *designo* Graphite Grey Magno. Black chrome accents deliver a unique look and are applied to the side skirt trim, front splitter, trim strips in the air intakes of the Panamericana grille, fins on the side air outlets in the front fenders, on the rear diffuser and tailpipe trim elements. The surface of the AMG cross-spoke forged wheels compliments with the black chrome elements on the exterior.

The interior is marked by a contrast between black and silver. This color scheme is followed not only by upholstery in Silver Pearl/Black Exclusive Nappa Leather with Grey diamond-patterned contrasting topstitching, but also by the black AMG Performance steering wheel in DINAMICA microfiber with Grey contrasting topstitching, 12 o'clock mark in Silver Pearl, and "Edition 50" badging.

To emphasize sporty character, the Edition comes as standard with the AMG Interior Night Package, which includes steering wheel spokes, shift paddles and door sill panels finished in black. The interplay between light and dark is further accentuated by silver seat belts and black chrome trim throughout. The head restraint of the AMG Performance seat is embossed with "GT Edition 50."

Mercedes-AMG GT Roadster

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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	469 at 6,000 rpm
Rated torque	Lb-ft	465 at 1,700-5,000 rpm
Compression ratio		10.5:1
Mixture formation		Microprocessor-controlled direct petrol injection, twin turbochargers with 16 psi max charge-air pressure

Power transmission

Drive system		Transaxle
Transmission		AMG SPEEDSHIFT DCT 7-speed dual clutch transmission
Gear ratios	Final-drive ratio	3.667
	1st gear	3.397
	2nd gear	2.186
	3rd gear	1.627
	4th gear	1.286
	5th gear	1.029
	6th gear	0.840
	7th gear	0.633
	Reverse gear	R 2.792

Suspension

Front axle	Aluminum double-wishbone suspension, anti-dive, coil springs, stabilizer
Rear axle	Aluminum double-wishbone suspension, anti-squat and anti-dive, coil springs, stabilizer
Braking system	14.2" compound disc brakes at the front, ventilated and perforated, 14.2" compound disc brakes at the rear, ventilated and perforated, electric parking brake at the rear, ABS, Brake Assist, 3-stage ESP®
Steering	Electromechanical speed-sensitive rack-and-pinion sport power steering system with non-linear steering ratio
Wheels	front: 9.0 x 19; rear: 11.0 x 19
Tires	front: 255/35 R 19; rear: 295/35 R 19

Dimensions and weights

Wheelbase	103.5 in
Track, front/rear	66.3 in / 65 in
Overall length	178.9 in
Overall width w/o mirrors	76.3 in
Overall height	49.6 in
Turning circle	37.7 ft
Fuel tank capacity	17.2 g

Performance and fuel consumption

Acceleration 0-60 mph	3.9 s
Top speed	188 mph

Mercedes-AMG GT C Roadster

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<u>Engine</u>		
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	550 at 5,750-6,750 rpm
Rated torque	Lb-ft	502 at 1,900-5,750 rpm
Compression ratio		9.5:1
Mixture formation		Microprocessor-controlled direct petrol injection, twin turbochargers with 18 psi max charge-air pressure
<u>Power transmission</u>		
Drive system		Transaxle
Transmission		AMG SPEEDSHIFT DCT 7-speed dual clutch transmission
Gear ratios	Final-drive ratio	3.875
	1st gear	3.077
	2nd gear	2.186
	3rd gear	1.627
	4th gear	1.286
	5th gear	1.029
	6th gear	0.840
	7th gear	0.693
	Reverse gear	R 2.792
<u>Suspension</u>		
Front axle		Aluminum double-wishbone suspension, anti-dive, coil springs, electronically controlled, selectable in three stages, AMG RIDE CONTROL Adaptive Damping System, stabilizer
Rear axle		Aluminum double-wishbone suspension, anti-squat and anti-dive, with active rear-wheel steering, coil springs, electronically controlled, selectable in three stages, AMG RIDE CONTROL Adaptive Damping System, stabilizer
Braking system		15.4" compound disc brakes at the front, ventilated and perforated, 14.2" compound disc brakes at the rear, ventilated and perforated, electric parking brake at the rear, ABS, Brake Assist, 3-stage ESP®
Steering		Electromechanical speed-sensitive rack-and-pinion sport power steering system with non-linear steering ratio
Wheels		front: 9.0 x 19; rear: 12.0 x 20
Tires		front: 265/35 R 19; rear: 305/30 R 20
<u>Dimensions and weights</u>		
Wheelbase	103.5 in	
Track, front/rear	66 in / 66.7 in	
Overall length	179.2 in	
Overall width w/o mirrors	79.0 in	
Overall height	49.6 in	
Turning circle	37.6 ft	
Tank capacity/of which reserve	65/10 l	
<u>Performance and fuel consumption</u>		
Acceleration 0-60 mph	3.7 s	
Top speed	196 mph	