Press Information
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The new Mercedes-AMG GT 4-Door Coupe: Revolutionary performance. Maximum intensity.

- Unique drive concept: Three axial flux motors deliver up to 1,153 hp and 1,475 lb-ft
- AMG High Performance Electric Battery: Formula 1-based 800-volt battery with directly cooled cylindrical cells ensures fast, repeatable and sustained power delivery
- Exceptional charging performance: 600-kW DC fast charging enables approximately 460 km (WLTP) of range to be charged in as little as 10 minutes[3]
- Thrilling driving experience: Customizable driving dynamics and a distinctive high performance V8 experience deliver intense emotion
- Advanced suspension: Available AMG ACTIVE RIDE CONTROL with active roll stabilization enables highly dynamic sports car handling and long-distance ride comfort
- Intelligent aerodynamics: Active AEROKINETICS system maximizes downforce and handling stability for even greater agility

Affalterbach. The Mercedes-AMG GT 4-Door Coupe redefines performance. Three axial flux motors and a directly cooled high performance battery combine extreme power with outstanding continuous performance, highly precise driving dynamics and an exhilarating AMG driving experience. The CONCEPT AMG GT XX demonstrated the capability of this technology in Nardò: in seven days and 13 hours, it covered more than 24,000 miles and set 25 long-distance records.

Outstanding performance and continuous power thanks to a revolutionary drive concept

Mercedes-AMG continues its impressive tradition of high performance drivetrains and ushers in a new level of performance in the Mercedes-AMG GT 4-Door Coupe. At its core are revolutionary axial flux motors and a completely new battery technology. The newly developed battery concept uses directly cooled cylindrical cells with a special cell chemistry that ensures uniform temperature distribution and high performance stability under continuous load.

The axial flux technology developed by Mercedes-Benz subsidiary YASA combines compact dimensions with high sustained output and torque. Three motors deliver up to 1,153 hp in the AMG GT 63 and up to 805 hp in the AMG GT 55. The front motor is just under 3.5 inches wide, while each of the two rear motors is approximately 3.1 inches wide. The two rear motors are combined with planetary gearsets, oil cooling for the motors and gearsets, and two water cooled silicon carbide (SiC) inverters in a High Performance Electric Drive Unit (HP.EDU). The rear axial flux motors reach more than 13,000 rpm at top speed.

The front HP.EDU comprises an axial flux motor with a spur transmission, parking lock and a SiC inverter. The front axial flux motor reaches more than 15,000 rpm at top speed. The front motor is activated only when additional power or traction is required on the front axle. During steady state driving, coasting or under low load, the Disconnect Unit (DCU) decouples the front electric motor to maximize efficiency.

Inspired by Formula 1®, developed in Affalterbach: the AMG High Performance Electric Battery

Developed in Affalterbach, the AMG High Performance Electric Battery draws on expertise from Formula 1® and the Mercedes-AMG ONE. It enables high output and performance that can be called upon repeatedly, combined with impressively fast charging.

The newly developed cylindrical cells are 4.1 inches tall and 1 inch in diameter. Aluminum cell housings, full-tab technology and an NCMA cathode with a silicon-containing anode combine high electrical and thermal conductivity with low internal resistance. Energy density at the cell level is more than 298 Wh/kg or 732 Wh/l. A total of 2,660 cells are grouped into 18 laser-welded plastic modules. Electrically non-conductive cooling oil flows around each individual cell, keeping each cell uniformly within its optimum temperature window. Intelligent on-demand thermal management ensures high charging, discharging and sustained performance even under repeated heavy loads. The 800-volt architecture reduces charging losses and enables shorter charging times.

600 kW DC fast charging

The Mercedes-AMG GT 4-Door Coupe achieves a charging current of more than 800 amps. Up to 460 km of WLTP range, or 70 kWh, can be added in as little as 10 minutes; 41 kWh can be added in as little as five minutes. Charging from 10 to 80 percent SoC takes as little as 11 minutes[1]. With the help of the intelligent vehicle software, charging stops are optimally integrated into navigation route planning and the battery can be preconditioned to support maximum charging performance.

The system can also switch from 800 to 400 volts for charging at 400-volt stations. Furthermore, the new Mercedes-AMG GT 4-Door Coupe is prepared for five DC fast charging standards worldwide: NACS in the U.S., CCS2 in Europe, GB/T in China, CHAdeMO in Japan and CCS1 in South Korea.

AMGFORCE Sport+: V8 character at the touch of a button

AMGFORCE Sport+ carries the emotional character of an AMG V8 into the electric era. The sound from the Mercedes-AMG GT R (C 190) provided the authentic foundation: more than 100 measurements were taken at 16 microphone positions, enabling the developers to reconstruct the sound digitally and tune it to the electric drive system. The dynamic sound experience adapts to the driving situation, accelerator pedal inputs and drive program. It combines a distinctive AMG V8 sound that builds dynamically with natural-feeling gear changes and a corresponding driver display to create a multisensory experience.

Additional sound sequences also accompany Launch Control and Boost, as well as event sounds for approaching the vehicle, locking and unlocking, and charging.

AMG RACE ENGINEER delivers exceptional driving excitement

The AMG RACE ENGINEER is the intelligent control system for the dynamic driving experience. It integrates powertrain, recuperation, energy, charging and thermal management with the driving dynamics systems to elevate the driving experience.

With the AMG DYNAMIC PLUS Package (standard on AMG GT 63), three rotary controls are integrated into the center console. These allow the driver to tailor the dynamic driving experience with individual adjustment of the drive response, handling and traction characteristics.

- **“Response Control”** (standard on AMG GT 55) tailors the response of the electric motors to accelerator pedal inputs – continuously adjustable from relaxed to highly dynamic.

- **“Agility Control”** adjusts yaw agility and handling characteristics through variable power distribution, enabling a spectrum from understeer to controlled oversteer (selectable only in the RACE, AMGFORCE Sport+ and Sport drive programs with ESP® off).
- **“Traction Control”** adjusts the level of traction control intervention in nine stages (selectable only in the RACE, AMGFORCE Sport+ and Sport drive programs with ESP® off).

AMG RIDE CONTROL+ and AMG ACTIVE RIDE CONTROL air suspension

On the AMG GT 55 4-Door Coupe, AMG RIDE CONTROL+ air suspension is fitted standard. The system features three-stage adjustable air springs and continuously adapts to the driving situation and the selected drive program, delivering both dynamic handling and ride comfort.

The available AMG ACTIVE RIDE CONTROL air suspension with active roll stabilization (standard on AMG GT 63) offers an even greater spread between dynamic and comfort. Hydraulically interconnected dampers replace conventional mechanical anti-roll bars. An 8.2-liter pressure accumulator enables rapid changes in ride height, including speed-dependent ride height adjustment to maximize electric range.

Multi-link suspension at the front and rear axles ensures optimal road contact, even at the highest cornering limits. Forged aluminum components on the front axle reduce unsprung mass, while high camber and toe stiffness supports lateral dynamics, handling stability and predictable responses to load changes.

Active rear-axle steering automatically adjusts the steering angle of the rear wheels up to six degrees. At speeds of up to 50 mph, the rear wheels steer opposite to the front wheels, increasing agility and maneuverability. Above 50 mph, the rear wheels steer in the same direction as the front wheels by up to one degree for improved handling stability.

The AMG Performance 4MATIC+ fully variably all-wheel drive system distributes drive torque between the front and rear axles and, via torque vectoring, between the rear wheels. Independent control of the three motors ensures optimum traction and handling stability, even on slippery road surfaces like snow and ice.

The standard high performance hydraulic brake-by-wire system combines carbon ceramic brake discs at the front axle with weight-optimized steel brake discs at the rear axle. Recuperation and the wheel brakes work seamlessly together to ensure a precisely modulated brake pedal feel.

Exterior design: radical proportions for extreme and aerodynamic sportiness

The exterior of the new Mercedes-AMG GT 4-Door Coupe combines athletic proportions with a consistently aerodynamic design. Visually, the body rests on a powerful, gloss black base that extends from the front splitter, wrapping far around the front of the vehicle, along the side sills and through to the rear of the vehicle. Extremely short overhangs complete the striking proportions. The highly dynamic appearance of the AMG GT 4-Door Coupe is taken to a new level when the new active AEROKINETICS rear diffuser is extended.

New AEROKINETICS elements for optimized aero balance

Four active AEROKINETICS systems – tailored to the respective driving situation – enhance the aero balance of the new Mercedes-AMG GT 4-Door Coupe:

- **AEROKINETICS Venturi Flow:** With this optional feature, two active elements in the underbody use the Venturi effect to generate additional downforce – for precise handling and outstanding cornering at speed. The front element deploys at 75 mph, while the center element deploys at 87 mph.
- **AEROKINETICS active rear spoiler:** The standard active rear spoiler automatically adjusts its position to the driving situation. The spoiler assumes different angle positions to either optimize handling stability or reduce aerodynamic drag. If the system detects dynamic driving, the spoiler moves into its

steepest position to maximize downforce and handling stability. This position can also be activated manually.

- AEROKINETICS active rear diffuser: The rear diffuser extends the vehicle contour and reduces drag, particularly at high speeds.
- AEROKINETICS AIRPANEL: Electronically controlled vertical louvers independently open and close to direct airflow according to cooling requirements across nine stages. These are located in the center behind the air intake in the front fascia and, for the first time, also on the left and right sides behind the air intakes for brake cooling. Normally, the louvers remain closed up to higher speeds to minimize aerodynamic drag, which helps maximize range. The louvers open only when certain temperatures are reached on predefined components and cooling demand is particularly high, allowing maximum cooling air to flow to the central cooling module (battery cooling) and the side coolers.

The wheel portfolio comprises aerodynamically optimized 20- to 21-inch AMG and AMG Forged wheels.

The MBUX infotainment system: intelligent and intuitive

The state-of-the-art MBUX infotainment system in the new Mercedes-AMG GT 4-Door Coupe is intuitive to operate. It is based on the new Mercedes-Benz Operating System (MB.OS). This deeply integrated software-to-cloud architecture intelligently integrates and controls all vehicle domains and functions.

The MBUX Virtual Assistant, with AI from ChatGPT, Microsoft Bing and Google Gemini, enables complex, multi-turn conversations.

Individual display styles – including “AMG Special” with four specific submenus – together with the MBUX Zero Layer on the central display provide an intuitive, customizable experience.

Three exclusive AMG apps underscore the vehicle’s high performance character: “AMG Performance Menu,” “AMG Set Up” and “AMG TRACK PACE.”

AMG PERFORMANCE MENU: real-time driving data

The AMG PERFORMANCE MENU provides a visual representation of relevant driving and powertrain information in real time. “Energy Flow” shows the motors’ power output, while “Aero Flow” displays the status of the AEROKINETICS active aerodynamics. Additional views bring together other vehicle information, including powertrain temperatures, tire data, lateral acceleration and suspension, damper and battery status.

AMG SET UP: tailoring the driving experience

With AMG SET UP, drivers can actively adjust various functions and configure the vehicle to individual preferences for a perfectly tailored driving experience. Under “Steering Wheel,” the order of drive functions and drive programs on the AMG DRIVE UNIT steering wheel buttons can be customized. The “Aero Setup” menu provides additional control over aerodynamics: the driver can manually deploy the active rear spoiler – even at low speeds. The “Pre-Check” submenu takes it even further: when stationary, all active aerodynamic elements can be activated for the ultimate visual expression of performance.

AMG TRACK PACE

On the racetrack, AMG TRACK PACE records more than 80 vehicle-specific data points ten times per second and displays telemetry, acceleration, lap and sector information in the driver display, head-up display and central display. Stored and personally recorded tracks, braking points, the ideal racing line and analysis functions support drivers in improving their performance – like a virtual instructor.

Predictive Performance Manager

The Predictive Performance Manager (PPM) optimizes energy use on the racetrack in “Endurance” and “Hotlap” modes. It adapts power delivery to the circuit and strategically deploys energy to help achieve optimal lap times.

AMG DYNAMIC SELECT drive programs

Seven AMG DYNAMIC SELECT drive programs – Comfort, Sport, AMGFORCE Sport+, RACE, Slippery, Individual and for the first time on a Mercedes-AMG vehicle, also Eco – enable a wide spread of driving characteristics, ranging from comfortable and efficient to highly dynamic and emotional.

Each drive program offers a distinctive driving experience, precisely tailored to different driving situations. Key characteristics of each program include throttle response, suspension tuning, steering, ESP®, sound and recuperation. Recuperation can also be adjusted independently of the drive program using the steering wheel paddles.

- “Comfort” offers a comfortable, confident driving experience for everyday driving and long-distance journeys. The efficient operating strategy adjusts the powertrain as needed, with gentle throttle response, suspension that emphasizes comfort and a normal ride height.
- “Sport” represents typical AMG driving dynamics with high performance and effortless control. It features permanent all-wheel drive for cornering at speed, direct steering response, sharp throttle response, firm suspension tuning and a lower ride height.
- “AMGFORCE Sport+” delivers a powerful, exhilarating AMG V8 experience. It enhances the driving experience with multisensory feedback: noticeable gear changes, the classic AMG V8 sound inside and outside, manual gear changes via the steering wheel paddles and an adapted AMG driver display.
- “RACE” (standard on AMG GT 63) is uncompromisingly designed for racetrack use. Special track-specific features such as the full range of adjustment of the AMG RACE ENGINEER rotary controls are available. Via AMG TRACK PACE, drivers can access Drift Mode, Drag Race or Track Race. Permanent all-wheel drive, dedicated powertrain preconditioning and a firmly tuned, lowered suspension ensure instant response, sustained boost power, high traction and precise handling.
- “Slippery” provides maximum traction and safety on slippery road surfaces, like snow and ice. The assistance systems intervene at an early stage, all-wheel drive remains permanently active and accelerator and steering responses are particularly controlled.
- “Eco” prioritizes maximum efficiency. The operating strategy utilizes rear wheel drive and reduces output, torque and top speed. Select features are also deactivated as necessary to minimize energy consumption. A lower ride height decreases aerodynamic drag to maximize range.
- “Individual” allows drivers to select individual parameters according to personal preferences.

Available with the Sport, AMGFORCE Sport+ and RACE drive programs, AMG Launch Control offers the perfect setup for explosive acceleration from a standstill. A characteristic sound builds tension, seatbelts tighten for optimal hold, ambient lighting switches to a specific mode and the vehicle begins to vibrate.

Additional boost power in the Comfort, Sport and AMGFORCE Sport+ drive programs (AMG GT 63: up to 148 hp / AMG GT 55: up to 67 hp) is available with a single pull on both steering wheel paddles.

Key technical data at a glance:

Mercedes-AMG GT 63 4-Door Coupe		
Electric motor	Type	Three axial flux motors
Peak output	hp	1,153
Continuous output	hp	711
Torque	lb-ft	1,475
Drive configuration	–	AMG Performance 4MATIC+ fully variable all-wheel drive
Top speed (electronically limited)	mph	186 (w/ optional AMG Performance Package)
Acceleration 0-60 mph (1-foot rollout)[2]	s	2.0 (est.)
Acceleration 0-124 mph (1-foot rollout)[2]	s	6.4 (est.)
Acceleration 0-60 mph	s	2.3 (est.)
Acceleration 0-124 mph	s	6.8 (est.)
Boost duration	s	63
Battery voltage	Volt	800
Battery capacity (usable)	kWh	106
DC charging capacity	kW	600
AC charging capacity	kW	11
DC charging: 10-80% SoC[1]	min	11
DC charging: range charged in as little as 10 min (WLTP combined)[3]	km	up to 460
Energy charged in as little as 10 min	kWh	up to 70
Energy charged in as little as 5 min	kWh	up to 41
Curb weight	lbs	5,534
Length / Width without mirrors / Height	in	200.5 / 77.1 / 55.6
Wheelbase	in	119.7
Drag coefficient	Cd	0.22
Frontal area	m²	2.44
Range (WLTP)[3]	km	599-697
City range (WLTP)[3]	km	670-765
Trunk volume (VDA)	cu ft	14.7
Frunk volume (VDA)	cu ft	1.4

Mercedes-AMG GT 55 4-Door Coupe		
Electric Motor	Type	Three axial flux motors
Peak output	hp	805
Continuous output	hp	557
Torque	lb-ft	1,372
Drive configuration	–	AMG Performance 4MATIC+ fully variable all-wheel drive
Top speed (electronically limited)	mph	186 (w/ optional AMG Performance Package)
Acceleration 0-60 mph (1-foot rollout)[2]	s	2.4 (est.)
Acceleration 0-124 mph (1-foot rollout)[2]	s	8.7 (est.)
Acceleration 0-60 mph	s	2.7 (est.)
Acceleration 0-124 mph	s	9.0 (est.)
Boost duration	s	55
Battery voltage	Volt	800
Battery capacity (usable)	kWh	106
DC charging capacity	kW	600
AC charging capacity	kW	11
DC charging: 10-80% SoC[1]	min	11
DC charging: range charged in as little as 10 min (WLTP combined)[3]	km	up to 460
Energy charged in as little as 10 min	kWh	up to 70
Energy charged in as little as 5 min	kWh	up to 41
Curb weight	lbs	5,501
Length / Width without mirrors / Height	in	200.5 / 77.1 / 55.6
Wheelbase	in	119.7
Drag coefficient	Cd	0.22
Frontal area	m²	2.44
Range (WLTP)[3]	km	603-700
City range (WLTP)[3]	km	673-770
Trunk volume (VDA)	cu ft	14.7
Frunk volume (VDA)	cu ft	1.4

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Mercedes-Benz anniversary year “140 Years of Innovation”

Since Carl Benz filed the patent for the first automobile 140 years ago and Gottlieb Daimler built his motorized carriage shortly afterwards, Mercedes-Benz has dedicated itself to constant innovation and to creating the world’s most desirable cars for customers. This ambition has driven every innovation – from the world’s first automobile in 1886 to the biggest product launch program in the company’s history that is currently underway. With its passion for performance and pioneering power, excellence and an unwavering commitment to customer service, the brand has consistently shaped the future of mobility. The result goes well beyond engineering achievement – it creates the unmistakable feeling that leads through everything Mercedes-Benz does: Welcome home.

Mercedes-Benz is celebrating 140 years of innovation by driving three new S-Class sedans on a transcontinental journey to 140 locations worldwide. Each place highlights the brand’s technology, heritage, pioneering spirit and worldwide presence. Along the way, customers, fans and colleagues will get to join in the celebrations – on an epic adventure that will run until October 2026. Follow the “140 Years. 140 Places” drive across six continents on our “140 Years of Innovation | Mercedes-Benz Media” special and via the Mercedes-Benz Community.

About Mercedes-Benz USA

Mercedes-Benz USA (MBUSA), headquartered in Atlanta, is responsible for the distribution, marketing and customer service for all Mercedes-Benz products in the United States. MBUSA offers drivers the most diverse lineup in the luxury segment with 18 model lines ranging from the sporty GLA SUV to the flagship S-Class and the dynamic all-electric vehicles from Mercedes-Benz. MBUSA is also responsible for Mercedes-Benz Vans in the U.S. More information on MBUSA and its products can be found at www.mbusa.com and www.mbvans.com. To learn more about all Mercedes-Benz entities in North America, visit group.mercedes-benz.com/northamerica.

Accredited journalists can visit our media site at media.mbusa.com.

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[1] The stated recharged range (WLTP) after 11/12 minutes was determined using the maximum DC charging power in accordance with ISO/SAE 12906 under the conditions described therein.

[2] "One-Foot Rollout": The distance not considered in the measurement (the "rollout") amounts to one foot = 30.48 cm.

[3] The actual range depends on numerous factors, such as individual driving style, environmental conditions, battery aging, auxiliary consumers such as air conditioning, optional equipment, tires, payload, and route profile, and may therefore differ from the WLTP value specified.