



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 charging capacity enables approximately 460 km (WLTP) to be charged in as little as 10 minutes¹
- Thrilling driving experience: Highly customizable driving dynamics and distinctive, emotional high performance V8 experience
- Advanced suspension: Available AMG ACTIVE RIDE CONTROL with active roll stabilization enables highly dynamic sports car handling and long-distance ride comfort
- Intelligent aerodynamics: AEROKINETICS active aerodynamics enhance aero balance
- Expressive, athletic design: Taut proportions and sporty, distinctive interior underscore the vehicle's highly dynamic character

Affalterbach. The all-new Mercedes-AMG GT 4-Door Coupe redefines performance. With extreme power, remarkable continuous performance, highly precise driving dynamics and an exhilarating AMG driving experience, the four-door sports car heightens performance and driving excitement to a new level. The 4-Door Coupe is based on the new high performance AMG.EA architecture and underscores AMG's pioneering spirit with numerous world-first innovations. Central to this is a newly developed drive concept designed for high performance, which is used in a series-production electric vehicle for the first time. It utilizes a new, highly innovative electric motor technology – axial flux motors – combined with a high performance battery. The drive concept delivers impressive peak power and can also be called upon repeatedly and continuously, thereby shifting the benchmark in the high performance segment.

Mercedes-AMG demonstrated the capability of this technology last year with the spectacular record drive of the CONCEPT AMG GT XX in Nardò. The technology pioneer sprinted 24,901 miles in seven days and 13 hours – literally driving “around the world in eight days” – and set a total of 25 long-distance records in the process.

The 2027 Mercedes-AMG GT 4-Door Coupe arrives at U.S. dealerships later in 2026 starting with the Mercedes-AMG GT 55 4-Door Coupe, followed by the Mercedes-AMG GT 63 4-Door Coupe in early 2027.

“I’ve driven the new AMG GT 4-Door Coupe myself many times – and it genuinely stands out. It pushes performance to new limits and delivers the emotion our fans expect – now in the electric era. From my time at AMG, I know how high the bar is set in Affalterbach. With this first model on the new AMG.EA architecture, we don’t just meet it, we move it.”

Ola Källenius, Chairman of the Board of Management, Mercedes-Benz Group AG

“The new Mercedes-AMG GT 4-Door Coupe ushers in an entirely new era. It is an absolute high performance machine, packed with pioneering innovations that enable previously unimaginable driving performance in this segment. It creates a driving experience that is unparalleled: thrilling, intense, irresistible – typically AMG. The pride and spirit of our AMG team are reflected in every detail. I thank all colleagues for their enormous dedication, which makes this vehicle an absolutely revolutionary, breathtaking product.”

Michael Schiebe, Member of the Board of Management of Mercedes-Benz Group AG, Production, Quality and Supply Chain Management, Chairman of the Management Board of Mercedes-AMG GmbH

“With the new Mercedes-AMG GT 4-Door Coupe, we are once again making a strong statement: It is proof of how we are taking performance and endurance to an entirely new level and pushing the boundaries of electric mobility. This vehicle underscores the broad performance spectrum of our comprehensive development strategy and the consistent transfer of the CONCEPT AMG GT XX technology program into series production. In the Mercedes-AMG GT 4-Door Coupe, three revolutionary high-tech axial flux motors and the innovative high-voltage battery guarantee breathtaking performance and endurance.”

Jörg Burzer, Member of the Board of Management, Mercedes-Benz Group AG
Chief Technology Officer, Development & Procurement

“The first all-electric AMG GT 4-Door Coupe takes the AMG DNA to a whole new level. A vehicle that embodies high-tech and innovation, brings performance to life and will set new standards with its radical design approach.”

Bastian Baudy, Chief Design Officer, Mercedes-Benz Group AG

Key Facts

The new Mercedes-AMG GT 4-Door Coupe is a masterpiece of engineering. A multitude of innovations and world-firsts offer customers more performance, emotion and driving excitement than ever before:

Revolutionary drive concept: The new Mercedes-AMG GT 4-Door Coupe is the first series production all-electric vehicle with axial flux motors. The sports car utilizes three of these highly innovative electric motors, two on the rear axle and one at the front. Together, these unleash a system output of up to 1,153 hp. This is complemented by a high performance battery concept that guarantees exceptional, repeatedly available power – with impressively fast charging and high power density.

Thrilling performance: Acceleration from 0 to 60 is achieved in just 2.0 seconds². The sprint from 0 to 124 mph takes only 6.4 seconds². With the optional AMG Performance Package, the 4-Door Coupe features a 186-mph electronically limited top speed.

Exceptional charging performance: Thanks to a 600-kW charging capacity, approximately 460 kilometers of range can be charged in as little as 10 minutes¹. Charging from 10-80 percent State of Charge (SoC) takes as little as 11 minutes³.

V8 character with all-electric performance: With the AMGFORCE Sport+ drive program, the Mercedes-AMG GT 4-Door Coupe delivers a highly authentic, signature AMG V8 sound combined with an immersive haptic experience including traction interruption during simulated gear changes. An adapted driver display further contributes to the high performance experience. Difficult to describe, but all the more impressive to experience. The vehicle feels and sounds like a powerful V8 sports car with this mode activated.

Highly customizable driving dynamics: The available AMG RACE ENGINEER Control Unit enables customers to finely tailor the dynamics of the Mercedes-AMG GT 4-Door Coupe to driving style and the driving situation. Thanks to intelligently coordinated hardware and software, throttle response, traction and handling characteristics can be precisely controlled, sharpening agility and further elevating the driving experience.

Innovative active aerodynamics: Active aerodynamics instantly adapt to the driving situation – for maximum dynamics or efficiency. The 4-Door Coupe introduces several innovative new developments including the optional active AEROKINETICS Venturi Flow elements in the underbody and the optional active AEROKINETICS rear diffuser.

Outstanding performance and continuous power thanks to the revolutionary drive concept

Mercedes-AMG continues its 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. Both models are equipped with three axial flux motors and deliver an output ranging from 805 hp to 1,153 hp. 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.

Impressive power: Up to 1,153 hp

The basic principle of the axial flux motor was developed by the British electric motor specialist YASA, which has been a wholly owned subsidiary of Mercedes-Benz AG since July 2021. The compact motor design allows greater flexibility in packaging the drivetrain. Compared with conventional electric motors, this innovative drive delivers exceptional continuous power and higher torque. This also allows the demanding driving performance to be reproduced very frequently in succession.

How it works: In an axial flux motor, the electromagnetic flux runs parallel to the motor's axis of rotation. In a conventional electric motor, it runs perpendicular to the axis. Key components of the axial flux motor are designed as thin discs: two rotors enclose the stator like a sandwich on the left and right. This arrangement – also known as an H-configuration – allows optimal coupling of the magnetic flux generated by the stator to the rotors. In the new Mercedes-AMG GT 4-Door Coupe, this combination at the front axle is approximately 3.5 inches wide; each of the two motors at the rear axle are approximately 3.2 inches wide.

All three of these innovative electric motors together deliver exceptional overall performance in the new Mercedes-AMG GT 4-Door Coupe. In the AMG GT 63 4-Door Coupe, peak output reaches 1,153 hp (peak performance during AMG Launch Control at 80 percent SoC). In the AMG GT 55 4-Door Coupe, the axial flux motors deliver 805 hp. The High Performance Electric Architecture is designed for even higher outputs of over 1,300 hp.

The motors are integrated into a High Performance Electric Drive Unit (HP.EDU) on each axle. At the rear axle, the HP.EDU contains two axial flux motors, which are combined together with a compact single-stage planetary gearbox in a shared housing. The motors and gearboxes are oil cooled. The required Pump Control Unit, including hydraulic pumps and suction filters, is also integrated into the HP.EDU to save space. In addition, two water-cooled silicon carbide (SiC) inverters (one per motor) are used. The material properties of silicon carbide offer numerous benefits for demanding applications that require high voltages, high currents, high temperatures and excellent thermal conductivity. The axial flux motors reach more than 13,000 rpm at top speed.

The front HP.EDU comprises one axial flux motor, a spur gear transmission with integrated parking lock, a liquid-cooled silicon carbide (SiC) inverter and a Pump Control Unit. The front axial flux motor reaches more than 15,000 rpm at top speed. The front electric drive acts as a “booster motor,” 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 within milliseconds to maximize efficiency. During acceleration and recuperation, the DCU engages for optimal performance.

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

The high-voltage battery of the new Mercedes-AMG GT 4-Door Coupe is a completely new development and the result of concentrated expertise. It combines experience from the Mercedes-AMG ONE hypercar, the uncompromising performance philosophy of Formula 1® and the extensive knowledge of Mercedes-AMG's top engineers in Affalterbach, together with Mercedes-AMG High Performance Powertrains (HPP) in Brixworth, England. This “AMG High Performance Electric Battery” (AMG HP.EB) is the key to the vehicle's outstanding

overall performance. It enables high output and performance that can be called upon repeatedly, combined with impressively fast charging and a high power density. The battery concept is designed to potentially enable WLTP ranges of well over 700 kilometers in the future.

Three key aspects contribute significantly to this outstanding performance capability: newly developed battery cells, an innovative direct cooling system for each individual cell and a comparatively high voltage.

Newly developed battery cell for the highest performance requirements

The high-voltage battery in the new Mercedes-AMG GT 4-Door Coupe is the result of a groundbreaking new development designed specifically for maximum performance. At the heart of this innovation is a battery cell with a distinctive shape: cylindrical, tall and slim. The cells are 4.1 inches high and 1 inch in diameter. This unique format provides crucial advantages for cooling. The small diameter of the round cell minimizes the distance from the cell core to the surface. This enables rapid and efficient dissipation of heat generated under load, ensuring that each individual round cell is always maintained within its optimal temperature range. This is essential for consistent power delivery and battery longevity, even under extreme conditions.

The innovations in the high-voltage battery of the new Mercedes-AMG GT 4-Door Coupe go even further: the laser-welded aluminum cell housing is also a new development. It is significantly lighter than conventional “steel cans” and also offers outstanding electrical and thermal conductivity. These properties enable more precise and effective cell temperature control, allowing the cell to cool down or warm up more quickly as needed. Another highlight is the full-tab design of the cells. Here, the cell windings are connected electrically and thermally across the entire surface of the poles. The result is a significant reduction in internal resistance, enabling extremely high charging and discharging performance. In addition, these full-tab battery cells are extremely robust and remain reliable even under extreme loads.

In the new Mercedes-AMG GT 4-Door Coupe, a specially developed cell chemistry is used. It is based on NCMA (Nickel/Cobalt/Manganese/Aluminum) in the cathode and a silicon-containing anode. It also offers a previously unique combination of high energy density – over 298 Wh/kg or 732 Wh/l at cell level – together with strong charging performance and long service life.

Overall, the combination of the tall and slim format, aluminum housing, full-tab technology and NCMA chemistry provides the foundation for maximum performance, particularly in terms of continuous power capability, in each individual battery cell.

Intelligent direct cooling for the battery cells

In total, 2,660 cells are used in the Mercedes-AMG GT 4-Door Coupe. The individual cylindrical cells are grouped into 18 laser-welded plastic modules. Here too, the focus is entirely on performance because the direct cooling of the cylindrical cells is integrated into the plastic modules to ensure optimum heat dissipation. A high-tech coolant based on an electrically non-conductive oil flows around each individual cylindrical cell, keeping it at the ideal temperature. The coolant passes through cooling channels in the modules, which are designed to provide uniform cooling for all cells. A special line system ensures all cells are evenly supplied with the cooling oil.

The high voltage of the 800-volt lithium-ion battery also contributes to overall performance. Key advantages of the high voltage include lower weight due to lighter wiring, higher continuous power and shorter battery charging times. Charging losses through the charging cable are also significantly reduced.

Temperature control for short charging times and high durability

In the HP.EB, the temperature management is intelligently adapted to the driving situation. Heating the battery

to its optimal temperature window happens quickly and precisely. Maximum power is available across a wide temperature range.

The operating strategy is programmed so that maximum performance can be drawn from the battery, after which the direct cooling system reduces the temperature again. The intelligent thermal management controls the coolant temperature for each cell module exactly to the required value (“on-demand cooling”). As a result, even during spirited driving – with frequent acceleration (battery discharge) and deceleration (battery charging through recuperation) – the battery maintains its high performance capability. Effective direct cooling enables the battery, in combination with the cell design, to achieve its high continuous power density.

600 kW charging capacity for exceptionally quick fast charging

The charging performance also sets new standards. The new Mercedes-AMG GT 4-Door Coupe achieves a charging current of more than 800 amps and thus a peak charging capacity of more than 600 kW at the appropriate charging infrastructure – such as Alpitronic's new fast charger. This enables approximately 460 kilometers of range¹ to be charged in as little as ten minutes. Charging from 10-80 percent SoC takes as little as 11 minutes³.

This means the four-door sports car is already equipped for the infrastructure of the future, as conventional fast charging stations often offer lower charging speeds. However, even there, the Mercedes-AMG GT 4-Door Coupe can draw full charging power over large parts of the charging process.

Direct cooling of the battery cells also supports fast charging. In addition, there is optimized thermal management of the cells and cables during charging.

The peak charging power depends on the available charging current/power of the charging infrastructure, the battery temperature and the battery state of charge at the start of the charging process. With the help of the intelligent vehicle software, charging stops are optimally integrated into navigation route planning and the battery can be preconditioned for the fastest possible charging process.

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.

Body-in-white plus battery housing: Safety as the top priority

The body-in-white of the new Mercedes-AMG GT 4-Door Coupe is a completely new development. The intelligent material mix of aluminum, steel and fiber-reinforced composites provides high rigidity with low weight. Optimized material cross-sections and component designs create space for the demanding technology and the complex chassis.

The high-voltage battery is centrally integrated into the structure of the skateboard platform. Its protective housing (safety box) encloses the cell modules, all switching components and the battery management system (BMS) – also an exclusive AMG in-house development. Defined transverse load paths combine high torsional rigidity with low weight and form the basis for high crash safety.

The battery housing is part of the vehicle structure and integrated into the crash concept. The battery, high-voltage (HV) cables and additional HV components are designed and protected to meet Mercedes-Benz's strict safety standards.

As a key component of the vehicle's overall structure and safety, the battery can actively absorb and dissipate forces. The high-voltage section with busbars is arranged as an “upper floor” along the “spine” of

the battery, similar to a transmission tunnel in a V8-powered sports car. This high level of integration into a single component ensures a very efficient use of space.

The highly advanced cooling system features an innovative cooling module. This module serves as the central interface to the vehicle's cooling system and integrates key components such as the coolant pump module (KMP), oil-water heat exchanger (OWWT) and necessary connectors for direct oil cooling. Both the KMP and the OWWT are specially tailored to the vehicle's requirements. The coolant used is perfectly coordinated with these components. The precise interaction between the KMP, large OWWT and direct cooling system enables – together with the high performance vehicle cooling system – an exceptionally high cooling capacity of at least 20 kW, a significant improvement over the 5-8 kW of conventional battery systems. Outside the cooling module, only two further components are required: coolant lines precisely matched to the modules to ensure maximum temperature uniformity across the entire battery and an expansion tank.

The temperature of the battery management system (BMS) is actively regulated via a special cooling plate, enabling higher currents. For the first time, virtual sensors are also used: the BMS determines temperatures – such as within a cell – through mathematical models based on the current charging power rather than via physical components.

Innovative high performance cooling with Central Coolant Hub (CCH)

The new Mercedes-AMG GT 4-Door Coupe features an innovative high performance cooling system. The precise supply of all components is handled by the Central Coolant Hub (CCH), another innovation from AMG and a direct technology transfer from the record-breaking CONCEPT AMG GT XX.

This highly integrated component combines numerous elements – such as pumps, sensors and valves – within one compact housing. The CCH is designed for a variety of scenarios. Among other things, it can ensure maximum cooling of all systems during high ambient temperatures and full-load driving. Targeted and efficient cooling of individual components is also possible. For example, if the battery is within its optimal temperature window and does not require cooling, the CCH can direct cooling power specifically toward the EDUs and the Onebox. A single large cooling circuit with intelligent valves, supported by a cooler and both main and auxiliary radiators, optimizes thermal efficiency and enables immediate full charging and motor output.

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

With meticulous attention to detail, the development team created a bespoke driving experience with the new Mercedes-AMG GT 4-Door Coupe. The AMGFORCE Sport+ drive program delivers an unparalleled and immersive V8 experience with authentic-feeling gear changes and an adapted AMG driver display. The sound portfolio, which is patent-pending, combines legendary AMG V8 sound with innovative electric technology.

The sound from the AMG GT R (C 190) serves as the basis for the multi-sensory overall experience, tailored to the respective driving situation. The dynamic experience is adapted in real time to the driving situation and current driving style. For acceleration, gear changes or “exhaust burble” – the entire sonic spectrum of an AMG performance vehicle contributes to the unmistakable AMG experience.

The technology is the result of uncompromising engineering. An intelligent real-time mixing system uses more than 1,600 sound files to sonically interpret each driving situation. Every sample element is broken down into granular loops, while the mix is generated dynamically in real time to match the current driving style.

The sound world extends beyond dynamic driving and includes additional event sounds:

- Approaching the vehicle and unlocking: a deep, muffled bass sound
- Welcome sound when entering the vehicle: two dark, heartbeat-like pulses

- Locking the vehicle: two confirming heartbeats
- Charging process: a distinctive click when plugging in the charging cable and a characteristic hum while charging
- Emotionally staged: the planned Launch Control, Boost and Showtime modes will complete the sound experience, all inspired by the legendary AMG ONE

AMG RACE ENGINEER delivers exceptional driving excitement

The interaction of all software and hardware components is crucial, as the development of the AMG.EA sports car architecture impressively demonstrates. The new Mercedes-AMG GT 4-Door Coupe promises an unparalleled driving experience by redefining driving dynamics and combining breathtaking performance with maximum agility and spectacular handling characteristics at the highest level. The AMG RACE ENGINEER intelligently controls the software and hardware components for the powertrain and driving dynamics systems and consists of two key modules.

AMG RACE ENGINEER Core: This high performance chip in the central computer for driving and charging integrates the control of all drive and driving dynamics systems. It is one of the most advanced and powerful chip technologies available today. Through efficient and fast processing, it optimizes the utilization and control of the drive components, elevating the dynamic driving experience in the new Mercedes-AMG GT 4-Door Coupe to a new level. The underlying software, which controls the entire drive, including recuperation as well as energy, charging and thermal management, is an AMG in-house development.

AMG RACE ENGINEER Control Unit: The central driving dynamics controller, also developed in-house by Mercedes-AMG, enables the ultimate in individualization for the driver. Three new rotary controls – the AMG RACE ENGINEER Control Unit (standard on AMG GT 63 4-Door Coupe) – are integrated into the center console. These enable central and individual adjustment of the drivetrain response, handling and traction characteristics and visually underscore the dynamics and agility of the driving experience.

- The “Response Control” rotary dial tailors the response of the electric motors to accelerator pedal commands. This response also depends on the selected drive program – ranging from relaxed and comfortable to razor-sharp and highly dynamic. The powertrain in the new AMG GT 4-Door Coupe provides an abundance of power. The challenge is delivering that power to the road as needed and appropriate for the driving situation – with maximum agility and traction for driving enjoyment at every driver skill level.
- The “Agility Control” rotary dial adjusts agility around the vertical axis (selectable only in the Sport, AMGFORCE Sport+ or RACE drive programs with ESP® off) and therefore influences cornering behavior of the new AMG GT 4-Door Coupe. The variable and adjustable torque distribution creates the driving dynamics of an effectively shorter or longer wheelbase. This results in completely different driving characteristics – from slight understeer to neutral handling to controlled oversteer.
- The “Traction Control” rotary dial – also referred to as slip behavior – adjusts the level of traction control intervention across nine stages (selectable only in the Sport, AMGFORCE Sport+ or RACE drive programs with ESP® off). This feature is proven on the AMG GT R and AMG GT Black Series (C 190).

The rotary controls enable an even more finely tuned and highly customizable adjustment of the dynamic driving characteristics in the new Mercedes-AMG GT 4-Door Coupe – more than in any previous AMG vehicle.

AMG RIDE CONTROL+ and AMG ACTIVE RIDE CONTROL air suspension

The AMG GT 55 4-Door Coupe is fitted standard with AMG RIDE CONTROL+ air suspension. The system features triple-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 (standard on AMG GT 63 4-Door Coupe) offers an even greater spread between dynamic and comfort thanks to active roll stabilization. An 8.2-liter pressure reservoir enables rapid raising and lowering, including speed-dependent ride height adjustment to maximize electric range.

The dampers, adjustable in both rebound and compression stages, are equipped with active, interconnected hydraulic elements that replace mechanical anti-roll bars. This reduces body roll and enables a wide range of AMG drive programs. A newly developed lightweight construction technology using die-cast and forged components reduces weight.

The system hydraulically connects the suspension dampers, allowing a very wide roll spring rate and minimizing body roll. This increases comfort on uneven road surfaces and improves precision during cornering thanks to higher camber stiffness. When driving straight ahead, the system can be fully opened for maximum comfort. The fundamental principle is based on the hydraulic interconnection of the compression and rebound sides of the dampers. A central pump and valves regulate system pressure to achieve the desired amount of generated anti-roll control.

Multi-link suspension for optimal road contact at the limits

The chassis of the new AMG GT 4-Door Coupe features multi-link suspension at both the front and rear axles. This design allows for high lateral acceleration with minimal influence from drive forces.

To reduce unsprung mass, all suspension links, steering knuckles and uprights at the front – with the exception of the tie rod – are made from forged aluminum. At the rear axle, steel is used for all links except the aluminum spring links. The multi-link design guides each wheel with minimal elastic movement. The high camber and toe stiffness enable high cornering speeds and also contributes to optimal road contact, even at the very highest cornering limits. This results in excellent lateral dynamics and high-speed stability, as well as predictable responses to load changes (e.g., evasive maneuvers or lane changes) and external influences (e.g., crosswinds or road undulations).

Active rear-axle steering combines agility and stability

Depending on the vehicle speed, the rear wheels steer either parallel or opposite to the front wheels. This enables both agile and stable handling. The heart of the system is a central electromechanical steering actuator (an electric motor with spindle drive) with no mechanical connection to the steering wheel. It connects the toe links on the rear axle in a steerable manner with the rear axle carrier. This system automatically adjusts the steering angle of the rear wheels up to 6 degrees based on the integrated vehicle dynamics control.

At speeds up to 50 mph, the rear wheels steer opposite to the front wheels. This virtually shortens the wheelbase for significantly more agile turn-in while also requiring less steering effort. Additional benefits include improved maneuverability and a reduced turning circle at low speeds in everyday driving situations, such as turning or parking.

Above 50 mph, the rear wheels steer parallel to the front wheels with a maximum steering angle of up to 1 degree. This virtual extension of the wheelbase noticeably improves handling stability. In addition, it builds up

lateral force more quickly at the rear wheels during directional changes, enabling the vehicle to respond more directly to steering commands.

The active rear-axle steering improves handling in corners and also assists the driver during sudden evasive maneuvers, thereby increasing active safety. This makes the vehicle easier to control at the limit.

The response of the system also depends on the selected AMG DYNAMIC SELECT drive program. In AMGFORCE Sport+, the rear-axle steering responds even quicker and more direct at lower speeds.

High traction and driving stability: AMG Performance 4MATIC+ fully variable all-wheel drive

The new Mercedes-AMG GT 4-Door Coupe delivers power to the road via the AMG Performance 4MATIC+ all-wheel-drive system. The independently controlled electric motors enable maximum variability in torque distribution between the front and rear axles. In addition, torque vectoring distributes drive power individually between the two rear wheels.

Optimal torque distribution is continuous and based on the driving situation. The seamless transition between rear-wheel drive and all-wheel drive, imperceptible to the driver, is based on an intelligent matrix that integrates all control algorithms into the vehicle's overall system architecture.

To ensure optimum traction and driving stability on slippery road surfaces, like snow and ice, sensors detect wheel slip in fractions of a second and distribute torque precisely according to the driving situation. With independent control of each electric motor, the system can always maintain the ideal torque distribution.

High performance composite brake system with strong recuperation and weight-optimized brake discs

The new Mercedes-AMG GT 4-Door Coupe also features a high performance hydraulic composite brake system. Fitted standard, this system combines carbon ceramic brake discs on the front axle with steel brake discs on the rear axle, enabling a needs-based and weight-optimized configuration. This innovative brake concept ensures drivers experience a consistently precise and pleasantly adjustable brake-pedal feel – regardless of whether braking force is generated through recuperation, the wheel brakes or a combination of both.

Exterior design: Radical proportions for extreme, aerodynamic sportiness

The vehicle's silhouette alone makes it unmistakably clear: the new Mercedes-AMG GT 4-Door Coupe is designed for the highest level of performance. Shaped by its dynamic fastback, long, low-slung hood, steeply raked windshield and distinctive rear diffuser, the vehicle makes a bold statement of maximum sportiness. Compared to its predecessor, the new Mercedes-AMG GT 4-Door Coupe could be designed 1.6 inches lower – despite having a battery in the underbody.

At the front of the vehicle, the AMG-specific grille with its vertical slats is available with optional illumination for the first time and features a further developed, concave shape. The illuminated central Mercedes star and the headlights with star-design daytime running lights create a unique light signature, giving the sports car an unmistakable visual presence.

The hood blends seamlessly into the overall design. Derived from motorsport, the two pronounced powerdomes clearly reveal the AMG sports car DNA. The athletic design language continues throughout the vehicle's profile with strongly flared fenders emerging from the low front. The sleek, elongated greenhouse with its three-part window graphic sits firmly on the muscular rear shoulders. True to sports car tradition, the exterior mirrors are mounted directly on the doors, while flush-fitting door handles underscore the aerodynamic refinement. The large wheels and long wheelbase further emphasize the sporty proportions.

From a bird's-eye perspective, the tapering of the greenhouse towards the rear of the vehicle becomes visible, giving the Mercedes-AMG GT 4-Door Coupe its extremely wide, athletic shoulder line. Six circular taillights in turbine design with star graphics contribute to the sports car's unmistakable look. An optional, impressive light strip acts as an additional taillight and further enhances the sporty appearance.

Visually, the body sits on a powerful, gloss black contrast base that extends from the front splitter, wrapping around the front of the vehicle, along the side sills and to the rear. Extremely short overhangs complete the iconic proportions.

New AEROKINETICS elements for optimized aero balance

In addition to the optional new active AEROKINETICS rear diffuser, further elements enhance the aero balance of the new Mercedes-AMG GT 4-Door Coupe:

- **AEROKINETICS Venturi Flow:** With this optional feature, two active aerodynamic elements in the underbody – one at the front and one at the center of the vehicle – automatically lower to precisely control the airflow and significantly increase downforce. Through the Venturi effect, the air beneath the vehicle is directed and accelerated through the specially shaped underbody contours of the elements. This creates a strong low-pressure zone that effectively “sucks” the vehicle to the road. The result is impressive downforce and outstanding cornering at speed. The front element deploys at 75 mph, while the centrally positioned element deploys at 87 mph.
- **AEROKINETICS rear spoiler with intelligent operating strategy:** Fitted standard, the seamlessly integrated, retractable rear spoiler adjusts its position depending on the driving situation. The AMG-specific control software takes numerous parameters into account such as vehicle speed and longitudinal acceleration. Above 50 mph, 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.
 - The rear spoiler – seamlessly integrated into the design of the trunk lid – remains fully retracted at low speeds and when the vehicle is parked, which creates a clean appearance.
 - As the vehicle speed increases, the spoiler automatically assumes several angle positions to ensure the perfect aerodynamic balance. The control system also takes into account the position of other active aerodynamic elements so that the new AMG GT 4-Door Coupe always remains perfectly balanced.
 - At higher speeds or when the vehicle detects highly dynamic driving, the spoiler moves into the steepest angle for maximum downforce and optimal handling stability. This position can also be activated manually via the AMG DRIVE UNIT buttons on the AMG Performance steering wheel.
- **AEROKINETICS Airpanel air management system:** Known from the two-door Mercedes-AMG GT and SL sports cars, this active technology has also been further developed for the new Mercedes-AMG GT 4-Door Coupe. Electronically controlled vertical louvers open and close to direct airflow according to cooling requirements. 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. This makes the AMG GT 4-Door Coupe the first vehicle in the entire Mercedes-Benz Group to feature a wheelarch cooler and a main cooling package in series production – representing the cooling operation strategy in its most advanced form. Normally, the louvers remain closed up to higher speeds to enable the lowest aerodynamic drag, which helps maximize range. Additionally, airflow is directed toward the underbody to reduce front lift. 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 active

control operates in a demand-based and independent manner across nine stages, up to full opening of the louvers.

The portfolio of available wheels for the Mercedes-AMG GT 4-Door Coupe features 20- and 21-inch AMG Forged wheels, including aerodynamically optimized designs. The available 21-inch aerodynamically optimized wheel design increases WLTP range by up to 14 kilometers. With aerodynamically optimized tires, gains of up to 30 kilometers are possible.

Standard air suspension lowers the ride height in two stages depending on the vehicle speed. This reduces aerodynamic drag and improves stability and steering precision. In city driving, the ride height remains higher to maximize comfort.

Interior: Pure sports car DNA meets grand tourer comfort for the best of both worlds

The interior of the Mercedes-AMG GT 4-Door Coupe is designed around the dynamic driving experience. The characteristically low, perfectly integrated seating position – typical of a true sports car – immediately conveys a focused, emotional driving feel reminiscent of models such as the two-door Mercedes-AMG GT. The entire operating philosophy is designed for intuitive control of all relevant driving functions. This ensures the driver's attention remains exactly where it belongs: on the driving experience.

Driver-focused cockpit: Command center for performance enthusiasts

The high performance DNA of the new Mercedes-AMG GT 4-Door Coupe is reflected in the driver-focused cockpit, which immediately invites customers to get behind the wheel. The dashboard is defined by a wide, visually continuous display concept that separates into a driver-oriented area and a slightly offset passenger area. The razor-sharp driver-oriented displays – consisting of the 10.2-inch driver display and 14-inch central multimedia display – merge into a single unit in seamless glass design.

The 14-inch multimedia display is ergonomically angled towards the driver, ensuring optimal visibility and intuitive operation. A 14-inch front passenger display with unique content is also equipped standard, allowing the front passenger to immerse themselves in the sporty digital experience.

Large, round climate control air vents in a distinctive turbine design are harmoniously integrated into the glass surface on each end of the dashboard. As part of the ambient lighting system, these illuminate in a variety of selectable colors at night. The galvanized air vents combine a solid metal look with a sophisticated high-tech design, creating a seamless connection between digital and analog worlds.

The unique center console design combines aesthetics and functionality. The three driving dynamics rotary controls of the available AMG RACE ENGINEER Control Unit (standard on AMG GT 63 4-Door Coupe) provide direct access to tailor the response, traction and handling characteristics of the vehicle. The rotary controls are ergonomically angled towards the driver and provide an intuitive tactile experience. The design of these controls echoes the distinctive look of the outer climate control air vents.

The center console also incorporates the driver-oriented angle of the central display and features an armrest with a closed storage compartment, as well as two charging pads for fast inductive smartphone charging. Two illuminated cupholders are separated from the charging trays. The front section of the center console is characterized by a winglet that rises three-dimensionally to frame the housing of the central climate control air vents. The minimalist vent design creates an exciting contrast to the two prominent outer vents on the dashboard.

Front seats: Sportiness with pronounced lateral support

The newly developed front seats, featuring a sporty, expressive design, offer excellent lateral support during dynamic driving. The optional AMG Performance seats with integrated headrests feature an even sportier design. Two openings in the backrest with galvanized trim inserts underscore the high performance character of the AMG Performance seat and highlight its lightweight construction.

Exclusive, carefully curated color combinations and trim elements provide a high level of personalization options. The wide range of upholstery choices reflects a variety of styles – from performance-focused to luxurious.

The Mercedes-AMG GT 4-Door Coupe continues the tradition of extensive customization options through the exclusive MANUFAKTUR program. The program offers customers a unique world of colors, materials and handcrafted finishes.

AMG Performance steering wheel

The perfectly contoured AMG Performance steering wheel with flattened bottom features roller and rocker controls. The steering wheel rim is available in a variety of high-quality finishes, ranging from supple leather to lightweight carbon fiber and grippy microfiber. Steering wheel paddles enable precise control of recuperation.

The two round AMG DRIVE UNIT steering wheel buttons impress with intuitive operation, brilliant color OLED displays and graphics. These allow the driver to control key driving functions and select the various drive programs in a split second by turning the adjustment ring or pressing the display button. The selected setting is shown on the high-resolution display integrated directly into each button – information exactly where the driver needs it.

Comfort for rear passengers

In the rear cabin, the grand tourer qualities of the Mercedes-AMG GT 4-Door Coupe come to the forefront. The seating position of the rear seat ensures excellent long-distance comfort for rear passengers. Two intelligently designed recesses in the floor create generous legroom and allow for a naturally comfortable knee angle.

The standard rear seat design features contoured individual seats for two people. Rear passengers also enjoy generous headroom – comfort that is evident in every inch. An optional three-passenger rear seat is also available. Both rear seat designs include backrests that can fold down separately.

Panoramic glass roof: “SKY CONTROL” with spectacular AMG lighting

The one-piece panoramic glass roof contributes to the spacious feel of the interior. The large glass surface extends all the way to the rear windshield and with optional SKY CONTROL, it can be switched between transparent and opaque. With SKY CONTROL, the panoramic roof is divided into individually switchable segments. This allows customers to choose how much sunlight comes into the cabin.

On vehicles equipped with SKY CONTROL, the panoramic roof also transforms at night into a sparkling canvas with a unique light display. Illuminated AMG crests above the driver and front passenger, as well as motorsport-inspired racing stripes across the entire surface of the panoramic roof glow in harmony with the color of the interior ambient lighting.

The panoramic roof is made of heat-insulating laminated safety glass, featuring a standard infrared-reflective coating and an ultra-thin Low-Emissivity (LowE) coating on the inside. This helps reduce interior temperatures in the summer. In cold weather, the LowE coating reduces heat loss by reflecting interior heat back into the cabin.

Ambient lighting: Light design that delights occupants

The sophisticated ambient lighting in the new Mercedes-AMG GT 4-Door Coupe creates a unique environment in the interior. A continuous light strip along the upper level of the dashboard elegantly frames the cabin and illuminates the generous interior space with soft light. In addition, the ambient lighting visually connects the dashboard with the doors, creating a harmonious lighting experience.

High-resolution, ambient light styles can be selected as mood-enhancing background themes for the displays. The color palette of the driver display, controls and ambient lighting is perfectly matched to these themes. This allows occupants to create a completely personalized atmosphere inside the vehicle. The display design impresses with extraordinary aesthetics, precision and intuitive operation.

Elegant door panel design

The clean, elegant design of the door panels features visually floating armrests. The sculpted grab and pull handle integrates key interior door controls and power window switches. The door center section, with its flowing diamond quilting, takes inspiration from the world of historic motorsport. The seat adjustment control, designed to mimic the shape of a seat, is ergonomically positioned within the diamond quilting and above the armrest. The speaker grilles, with horizontal line structure design, blend perfectly into the door panel and are crafted with the same high quality and precision. With the optional Burmester® High-End 4D Surround Sound System, these are finished in elegant stainless steel.

MBUX infotainment: Intelligent and intuitive

The state-of-the-art Mercedes-Benz User Experience (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.

Newly developed display styles provide a personalized experience. The “AMG Special” style offers four specific sub-screens. The new design displays a round central gauge with a power meter.

- In “Sport+” mode it functions as a tachometer with key powertrain information shown on each side.
- “Pure” focuses on a clean speedometer with power meter displays.
- “Vehicle Data” shows key component temperatures and tire data.
- “Trip” combines the navigation map with relevant route guidance information.

The selection is complemented by the timeless “Classic” display style with various sub-menus such as real-time efficiency or navigation.

The MBUX display and control concept is tailored to the vehicle and the individual preferences of the driver and front passenger. The MBUX Zero Layer on the central display shows the most relevant information, recently used apps⁴ and suggestions. In the app grid, apps can be moved and grouped into personalized folders – much like a smartphone.

The new generation MBUX also integrates artificial intelligence from ChatGPT, Microsoft and Google. By combining multiple AI agents in one system, MBUX revolutionizes how occupants interact with the vehicle. The MBUX Virtual Assistant can conduct complex, multi-turn conversations – almost like talking with a friend. The MBUX Virtual Assistant is always present on the Zero Layer as a “living” avatar, featuring dynamic colors and animations.

In the Mercedes-AMG GT 4-Door Coupe, MBUX includes three exclusive AMG apps that highlight 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 the driver with relevant driving and powertrain information in real time – making performance visible at a glance. In “Energy Flow,” a transparent virtual representation of the vehicle visually shows the energy flow and indicates the output that the axial flux motors are currently delivering to the front and rear axles. “Aero Flow” shows the current position of the optional active aerodynamic elements on the underbody (AEROKINETICS Venturi Flow), optional active AEROKINETICS rear diffuser and the active AEROKINETICS rear spoiler. The current position of the AEROKINETICS Airpanel system is also displayed – high-tech aerodynamics visualized.

“Warm Up” provides precise information on when the vehicle and tires reach optimal operating temperatures. Powertrain and tire temperatures are continuously monitored and displayed – essential for maximum performance. “Dynamic” displays a variety of vehicle information relevant to dynamic driving, including lateral acceleration values, current tire pressure and the status of suspension and dampers. “Power” shows the battery status at any time, ensuring full control of the available electric power. Those who want to monitor lap times on the racetrack will find the matching stopwatch in the “IWC Watch” menu.

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” sub-menu takes it even further: when stationary, all active aerodynamic elements can be activated for the ultimate visual expression of performance.

The sound slider: Personalized acoustic performance

The Sound Slider allows customers to fine-tune the sound characteristics inside the vehicle, selecting between Powerful, Balanced and Minimal, combined with a scale from Classic to Futuristic, for individually tailored pure sound tuning.

AMG TRACK PACE

The highly advanced AMG TRACK PACE (standard on AMG GT 63 4-Door Coupe) records more than 80 vehicle-specific data points ten times per second while driving on a racetrack. Depending on the situation, telemetry data, acceleration data or lap data are shown on the driver display.

In addition, lap and sector times are also shown on the central display, driver display and the available head-up display, along with additional professional training and analysis tools. Numerous legendary racetracks such as the Nürburgring or Spa-Francorchamps are preconfigured. It is also possible for customers to record and analyze their own tracks.

The intelligent race navigation in the available head-up display (standard on AMG GT 63 4-Door Coupe) shows cornering angles and braking points to help the driver find the perfect racing line – like a virtual instructor. The impressive MBUX augmented reality function also enables the racing line of a stored track to be shown on the central display to help the driver to improve lap times. Acceleration and deceleration values can also be measured and stored.

With the optional Dashcam, the integrated HD camera can record spectacular videos onto a USB storage device. Various data can be integrated as overlays in the recording, such as lap and sector times, a mini map of the track and vehicle-specific data like speed, acceleration, steering angle or brake pedal application.

Predictive Performance Manager

The Predictive Performance Manager (PPM) makes a key contribution to achieving optimal lap times on the racetrack. It was used for the first time during the record run of the CONCEPT AMG GT XX. The new tool optimizes energy flow depending on the selected mode – “Endurance” or “Hotlap.” This is communicated acoustically as well as visually in the driver display. PPM is based on the concept that unlimited peak output is not the optimal approach for achieving the best lap times on long racetracks or during many laps on Grand Prix circuits. On the Nürburgring Nordschleife, for example, the demanding topography requires a sophisticated strategy to achieve the fastest laps.

When driving downhill or through tight combinations of corners, full output is not necessary, allowing energy to be saved for the uphill sections where it can be fully deployed. The PPM therefore reduces or increases power output as needed depending on the section of the track.

AMG DYNAMIC SELECT drive programs

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

Each drive program offers a unique 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 for dynamic driving with 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 driving experience. It enhances the driving experience with multisensory feedback: noticeable gear changes, classic AMG V8 sound (inside and out) and an adapted driver display. The powertrain simulates gear changes, mimicking the experience of an AMG SPEEDSHIFT® TCT/MCT 9G transmission. Manual gear changes via the steering wheel paddles are executed with precise shift characteristics for maximum performance.
- **RACE** is uncompromisingly tuned for racetrack use. Special track-specific features are fully available such as the full span of adjustment of the available AMG RACE ENGINEER Control Unit. Via AMG TRACK PACE, drivers can access Drift Mode, Drag Race or Track Race. Permanent all-wheel drive ensures fast cornering speeds, maximum traction and excellent control. Dedicated powertrain conditioning ensures instant throttle response and consistent boost performance. Firm suspension tuning minimizes body movement, and a lower ride height further emphasizes the highly dynamic character of the vehicle.

- **Slippery** provides optimal tuning for slippery road surfaces with early intervention of assistance systems (ESP®, traction control). The AMG Performance 4MATIC+ fully variable all-wheel drive remains permanently active. Understeer-oriented handling, low steering effort and gentle accelerator response enhance control. The suspension is set to “Soft” for ride comfort at normal ride height.
- **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. MB.OS enables even more ways to customize the driving experience. Drivers can use the AMG DRIVE UNIT buttons to adjust sound, throttle response, suspension calibration, ride height, rear spoiler position and ESP® function.

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. The driver can activate AMG Launch Control in three simple steps: Fully depress the brake pedal, fully depress the accelerator pedal and then release the brake pedal to experience the impressive launch.

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. This delivers noticeable extra performance and emotion: more horsepower and torque, sharper throttle response, a jolt of acceleration and automatically tightened seatbelts. Special entry, activation and exit sounds complement the experience.

Manufactured at the most tradition-rich production site: Sindelfingen

The new Mercedes-AMG GT 4-Door Coupe will be produced at the Mercedes-Benz plant in Sindelfingen. The assembly of the new sports car will take place in Hall 32, which has been specifically upgraded to meet the requirements of the AMG.EA technology. Key body components are also produced at the plant, including pressed parts, the body-in-white and paintwork. The Sindelfingen site, founded in 1915, is one of the most tradition-rich vehicle production facilities within Mercedes-Benz Group AG, with a history spanning 111 years.

Innovative production processes for manufacturing the axial flux motor

The axial flux motors are produced at the Mercedes-Benz plant in the Marienfelde area of Berlin. The facility has been an important part of the global Mercedes-Benz Powertrain production network for decades and handles the production of various drive components. Manufacturing the axial flux motors in Marienfelde involves approximately 100 production processes. Approximately 65 of these processes are new for Mercedes-Benz and 35 of them are world-firsts. These include new forms of laser technology combined with innovative joining processes and artificial intelligence. These new production processes were developed largely in-house by Mercedes-Benz, and the innovations led to more than 30 patent applications. All this underscores Berlin-Marienfelde's leading role worldwide in vehicle production innovation.

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-ft rollout) ²	s	2.0 (est.)
Acceleration 0-124 mph (1-ft 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
Nominal voltage	volt	800
Battery capacity (usable)	kWh	106
Max. DC charging power ¹	kW	600
Max. AC charging power ¹	kW	11
DC charging: 10-80% SoC (net) ³	min	11
DC charging: range charged in as little as 10 min (WLTP combined) ¹	km	up to 460
Energy charged in as little as 10 mins ¹	kWh	up to 70
Energy charged in as little as 5 mins ¹	kWh	up to 41
Curb weight (DIN)	kg	2,460
Length / Width without mirrors / Height	in	200.6 / 77.1 / 55.6
Wheelbase	in	119.7
Drag coefficient	Cd	0.22
Frontal area	m ²	2.44
Range (WLTP) ¹	km	596-696
Range city (WLTP) ¹	km	664-764
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	503
Torque	lb-ft	1,328
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-ft rollout) ²	s	2.4 (est.)
Acceleration 0-124 mph (1-ft 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
Nominal voltage	volt	800
Battery capacity (usable)	kWh	106
DC charging capacity ¹	kW	600
AC charging capacity ¹	kW	11
DC charging: 10-80% SoC (net) ³	min	11
DC charging: range charged in as little as 10 min (WLTP combined) ¹	km	up to 462
Energy charged in as little as 10 mins ¹	kWh	up to 70
Energy charged in as little as 5 mins ¹	kWh	up to 41
Curb weight (DIN)	kg	2,460
Length / Width without mirrors / Height	in	200.6 / 77.1 / 55.6
Wheelbase	in	119.7
Drag coefficient	Cd	0.22
Frontal area	m ²	2.44
Range (WLTP) ¹	km	597-700
Range city (WLTP) ¹	km	667-770
Trunk volume (VDA)	cu ft	14.7
Frunk volume (VDA)	cu ft	1.4

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 create 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](#).

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About Mercedes-Benz USA

Mercedes-Benz USA (MBUSA), headquartered in Atlanta, is responsible for the distribution, marketing and customer service for all Mercedes-Benz products in the United States. MBUSA offers drivers the most diverse lineup in the luxury segment with 18 model lines ranging from the sporty GLA SUV to the flagship S-Class and the dynamic all-electric vehicles from Mercedes-Benz. MBUSA is also responsible for Mercedes-Benz Vans in the U.S. More information on MBUSA and its products can be found at www.mbusa.com and www.mbvans.com. 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 information is preliminary. So far, neither confirmed values from an officially recognized testing organization nor an EC-type approval nor a certificate of conformity with official figures are available. Deviations between the stated figures and the official values are possible.

² “1-Foot Rollout”: The portion of distance not counted during the measurement (the 'rollout') corresponds to 1 foot = 30.48 cm.

³ The specified recharged range (WLTP) after 11 minutes was determined using the maximum DC charging power according to ISO/SAE 12906 under the conditions described therein.

⁴ A personal Mercedes me ID and agreement to the Terms of Use for the Mercedes-Benz Digital Extras are required to use the services. In addition, the vehicle must be paired with the corresponding user account.