



Press Information

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Driving dynamics that defy winter: Final cold weather testing for the new Mercedes-AMG GT 4-Door Coupe

- New level of driving dynamics – even on snow and ice
- Innovative AMG RACE ENGINEER enables diverse, highly tailored driving experience
- Fully variable AMG Performance 4MATIC+ all-wheel drive provides outstanding traction and driving stability
- Last winter test with near-production prototypes successfully completed

Affalterbach/Arjeplog. The new Mercedes-AMG GT 4-Door Coupe promises a new dimension of performance with a highly engaging driving experience. It combines renowned AMG performance with remarkable agility and handling at the highest level. The new AMG RACE ENGINEER is central to this – a system of perfectly coordinated hardware and software for a particularly dynamic driving experience. The AMG RACE ENGINEER enables, among other things, individual adjustment of response, cornering and traction control to perfectly tailor the vehicle to the driver and driving situation.

Before the new Mercedes-AMG GT 4-Door Coupe celebrates its world premiere later this spring, it once again demonstrates its power and precision during the final winter tests in Northern Sweden. On the frozen lakes and snow-covered roads of the AMG test site, testing focuses on excellent traction, superior power distribution and precise vehicle control. Testing on snow and ice makes it possible to explore the vehicle's limits faster and more safely, and to thoroughly optimize control systems.

AMG RACE ENGINEER delivers an exceptional driving experience

The new AMG RACE ENGINEER driving dynamics control system, developed by Mercedes-AMG, was also rigorously tested. Three rotary controls allow the driver to tune the driving dynamics of the new Mercedes-AMG GT 4-Door Coupe more finely and individually than ever before:

- The "Response Control" rotary control coordinates the response of the electric motors to accelerator pedal commands – from relaxed to sharp. This also depends on the selected drive program, among other factors.
- The "Agility Control" rotary control changes the agility around the vertical axis (individually adjustable only in drive programs Sport/Sport+/Race with ESP® off) and thus the cornering behavior. The variable and adaptable power distribution allows for the dynamics of a virtually shortened or extended wheelbase. This creates a completely different driving behavior: from slight understeer to neutral to controlled oversteer.
- The "Traction Control" rotary control – used to control slip – influences the intervention of traction control in nine stages (adjustable only in drive programs Sport/Sport+/Race with ESP® off). This feature has already proven itself in the AMG GT R and AMG GT Black Series.

During dynamic cornering, the rapid control of torque distribution to the inner rear wheel creates a defined yaw moment around the vertical axis for responsive and precise turn-in. The range extends from extremely stable to highly dynamic.

The three driving dynamics rotary controls unleash the full functionality exclusively with ESP® off to allow experienced drivers a new level of driving dynamics on closed courses and racetracks. The "Response Control" function is also available with ESP® on.

AMG Performance 4MATIC+ all-wheel drive

The new AMG GT 4-Door Coupe transfers its power to the road with AMG Performance 4MATIC+ all-wheel drive. For the first time in an all-electric sports car, this system uses three axial flux motors. The decoupled electric motors enable maximum variability in torque distribution to the front and rear wheels. In addition, there is the individual distribution of torque between the two rear wheels (torque vectoring). The optimal torque control is continuous and based on the driving situation.

The seamless transition between rear-wheel and all-wheel drive is based on a sophisticated matrix that integrates the control algorithms into the entire vehicle system architecture. To ensure optimal traction and driving stability on snow and ice, sensors instantly detect wheel slip and precisely distribute torque according to the driving situation. Independent control of each electric motor enables optimal drive power to be maintained.

High-performance braking system

A high-performance hydraulic composite braking system combines carbon ceramic brake discs on the front axle with steel brake discs on the rear axle. This innovative braking concept provides precise, consistent brake pedal feel – regardless of whether braking is via recuperation, the wheel brakes or a combination of both.

AMG ACTIVE RIDE CONTROL suspension with active roll stabilization

AMG ACTIVE RIDE CONTROL air suspension offers a wide spread between comfort and dynamic through three-chamber air springs and active roll stabilization. An 8.2-liter pressure accumulator enables rapid raising and lowering of the vehicle, including speed-dependent level control, which also optimizes electric range.

The adaptive dampers, with adjustable rebound and compression, feature active, interconnected hydraulic elements that replace conventional mechanical anti-roll bars. This reduces body roll and also allows for the broad range of calibrations for the AMG drive programs.

The intelligent hydraulic connection of the four suspension struts provides a wide roll spring rate. This increases comfort over uneven road surfaces and improves precision during cornering through higher camber stiffness. When driving straight ahead, the system can fully open for maximum comfort, depending on the drive program and driving situation.

The operating principle of the suspension is based on the hydraulic interconnection of the compression and rebound sides of the individual dampers. A central pump and control valves regulate system pressure to set the amount of anti-roll control and thus the roll stiffness.

Powerful drive technology – even in arctic conditions

The drive system with three innovative axial flux motors and directly cooled battery cells was also put to the test in the harsh winter conditions.

The battery concept enables high performance that can be called upon frequently in succession. The temperature control of the battery is intelligently adapted to various driving situations and works in both warming up the battery to the optimal temperature window quickly and precisely, as well as efficient cooling.

The battery's individual cells are grouped into laser-welded modules. These integrate direct cooling of the cells, which ensures optimal heat dissipation and enables targeted heating. A high-tech coolant based on an electrically non-conductive oil flows around each individual cell and through cooling channels in the modules, delivering optimal temperature control of all cells.

Demanding test program by Mercedes-AMG

For decades, Mercedes-Benz and Mercedes-AMG have subjected every new model to extreme winter tests near the Arctic Circle. For this purpose, the company operates its own test center in Arjeplog, a Swedish town in Lapland. Vehicles are tested at icy temperatures far below freezing on snow-covered roads and the bare ice of frozen lakes. In addition to road testing, intensive tests take place on specially prepared test tracks. These include challenging hill climbs with gradients of up to 20 percent, test tracks with varying levels of grip, handling courses and circular tracks on the nearly mirror-smooth ice of the frozen lakes. Such extreme conditions place the highest demands on vehicles' drive and control systems. The entire test program for validating a new model comprises over 500 individual tests, supplemented by the specific tuning of driving dynamics and the ESP® system.

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 constantly innovate 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 today's intelligent and safe electric vehicles, like the all-new GLC and the award-winning all-new CLA. With the new S-Class, the company continues the biggest product launch program in its history. 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 trans-continental 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.

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