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

- Unique drivetrain concept with three axial flux motors: The new 4-Door Coupé delivers up to 860 kW (1,169 hp) peak power
- Sprint performance over marathon distances: Formula 1-based 800-volt battery with directly cooled cylindrical cells ensures fast, repeatable, and sustained power delivery
- Future-proof charging performance: Recharge more than 460 kilometres (WLTP) in just 10 minutes with 600 kW[1]
- Thrilling driving experience: Customisable driving dynamics and distinctive V8 experience ensure thrilling emotion
- Maximum spread: AMG ACTIVE RIDE CONTROL suspension with semi-active roll stabilisation enables highly dynamic sports car handling and long-distance comfort
- Intelligent aerodynamics: Active AEROKINETICS system maximises downforce and driving stability for even greater agility
- Expressive-athletic design: Taut proportions and a sporty, distinctive interior underscore the highly dynamic character

Affalterbach. The Mercedes-AMG GT 4-Door Coupé redefines performance: With extreme power, enormous continuous performance, highly precise driving dynamics, and a thrilling AMG intensive driving experience, the four-door sports car catapults performance and driving pleasure to a new level. The 4-Door Coupé is based on the high-performance AMG.EA architecture and consequently underlines Affalterbach's pioneering spirit with numerous world firsts. Central to this is a newly developed drive concept, strictly designed for high performance, which is being used for the first time in a series-production EV. It utilises a new, highly innovative electric motor technology, so-called axial flux motors, combined with a high-performance battery. The result is a drive unit that not only impressively delivers peak power but can also call upon it 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 demonstrator sprinted over 40,000 kilometres in seven days and 13 hours – literally driving “around the world in eight days” – and pulverised a total of 25 long-distance records in the process.

Customers will be able to choose between two powerful powertrains at the start of ordering in the coming days: the Mercedes-AMG GT 63 4-Door Coupé and the Mercedes-AMG GT 55 4-Door Coupé.
The pricing for the models will be based on comparable predecessor vehicles.

Mercedes-AMG GT 63 4-Door Coupé | energy consumption combined: 21.0-17.9 kWh/100 km | CO_2 emissions combined: 0 g/km | CO_2 class: A[1]
Mercedes-AMG GT 55 4-Door Coupé | energy consumption combined: 21.0-17.8 kWh/100 km | CO_2 emissions combined: 0 g/km | CO_2 class: A[1]

"I've driven the new AMG GT 4-Door Coupé 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 Coupé 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 Coupé, 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 programme into series production. In the Mercedes-AMG GT 4-Door Coupé, 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 Coupé 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 Coupé is a masterpiece of engineering. A multitude of innovations and world firsts offer customers more high performance, emotion, and driving pleasure than ever before:

Driven by a revolutionary concept: For the first time in an all-electric series production vehicle, so-called axial-flux motors are used in the new Mercedes-AMG GT 4-Door Coupé. The sports car utilises three of these highly innovative electric motors, two on the rear axle, one at the front. Together, they unleash a system output of up to 860 kW (1,169 hp). This is complemented by a high-performance battery concept that not only guarantees enormous but also repeatedly available power – coupled with impressively fast energy absorption and high power density.

Impressive performance: The sprint from 0 to 100 km/h is achieved in just 2.1 seconds[2], while the vehicle requires only 6.4 seconds for acceleration from 0 to 200 km/h.[2] The top speed is 300 km/h (with optional Driver's Package).

Impressive charging speed: The new Mercedes-AMG GT 4-Door Coupé is not only fast on the road but also at the charging station. Thanks to a charging capacity of 600 kW, over 460 kilometres of range can be recharged in just 10 minutes.[1] For the typical charging cycle from 10 to 80 % State of Charge (SoC), only 11 minutes are required.[3]

V8 driving excitement programmed: Those who love V8 engines will adore this car. In AMGFORCE S+ mode, the Mercedes-AMG GT 4-Door Coupé delivers a highly authentic, AMG signature V8 sound spectacle, coupled with a haptic-immersive experience including traction interruption during simulated gear changes. An adapted driver display in the central tube design perfects the perception of a high-performance V8 sports car. Hard to describe, but all the more impressive to experience. It feels and sounds like you're in a high-power V8 car, with this mode activated.

Professional-level driving dynamics: With the AMG RACE ENGINEER, ambitious drivers can tailor the dynamics of the Mercedes-AMG GT 4-Door Coupé even more individually to their driving style. Thanks to intelligently linked hardware and software, response, traction and cornering behaviour can be precisely controlled. This way, the AMG RACE ENGINEER sharpens agility and catapults the driving experience to an impressive new level.

Active Aerodynamics: To optimally transfer the untamed power to the road, the aerodynamics of the four-door sports car adapt lightning-fast to every driving situation – for maximum dynamics and efficiency. The 4-Door Coupé features several innovative new developments: Two active AEROKINETICS venturi flow plates in the underbody and the active AEROKINETICS rear diffuser.

Outstanding performance and continuous power thanks to a revolutionary drive concept

Mercedes-AMG continues its impressive tradition of high-performance drivetrains and is ushering in a new level of performance in the Mercedes-AMG GT 4-Door Coupé. At its core are revolutionary axial flux motors that work hand in hand with a completely new battery technology. Both models are equipped with three axial flux motors and deliver an output ranging from 600 kW to 860 kW (816 hp to 1,169 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 860 kW peak output

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 higher continuous power and higher torque. This also allows demanding driving performances 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 Coupé, this combination at the front axle is just about nine centimetres wide; the two motors at the rear axle each measure only around eight centimetres in width. All three of these innovative electric motors together deliver exceptional overall performance in the new Mercedes-AMG GT 4-Door Coupé: In the GT 63 4-Door Coupé 4MATIC+, peak output (Peak Performance during AMG Launch Control at 80 % SoC) reaches 860 kW (1,169 hp). The Mercedes-AMG GT 55 4-Door Coupé 4MATIC+ delivers 600 kW (816 hp). The High Performance Electric Architecture is technologically designed for even higher outputs of over 1,000 kW.

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 contains 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 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. For increased efficiency under low load, the so-called Disconnect Unit (DCU) decouples the front-axle electric motor within milliseconds, reducing unnecessary drag losses. During acceleration and recuperation, the DCU closes for optimal performance. During steady state driving, low load, or coasting, it reopens to reduce drag losses and increase efficiency.

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 Coupé 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 deep know-how 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 not only high output, but also performance that can be called upon repeatedly, combined with impressively fast energy absorption and a high-power density. The battery concept is designed to potentially enable WLTP ranges of well over 700 kilometres 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 Coupé 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 105 millimetres high and measure 26 millimetres in diameter. This unique format provides crucial advantages for cooling. The small diameter of the round cell minimises 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 Coupé go even further: the laser-welded aluminium cell housing is also a new development. It is not only significantly lighter than conventional “steel cans” but 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 Coupé, a specially developed cell chemistry is used. It is based on NCMA (Nickel/Cobalt/Manganese/Aluminium) 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, aluminium 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 Coupé. 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 that all cells are evenly supplied with the cooling oil.

The high voltage of the 800-volt lithium-ion energy storage system also contributes to overall performance. 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 long durability

In the HP.EB, the temperature management is intelligently adapted to different driving situations. 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 energy storage system maintains its high-performance capability. Effective direct cooling enables the battery, in combination with the cell design, to achieve its high continuous power density.

Charging almost as fast as refuelling with 600 kW charging power

The charging performance also sets new standards. The new Mercedes-AMG GT 4-Door Coupé achieves a charging current of more than 800 amperes and thus a peak charging capacity of more than 600 kW at the appropriate infrastructure – such as Alpitronic's new fast charger. This means that in just ten minutes, enough energy for around 460 kilometres of driving range[1] can be recharged. Charging from 10 to 80 % State of Charge (SoC) takes only 11 minutes.[3]

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 Coupé can play to its strengths and 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 optimised thermal management of the cells and lines during charging.

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

If a driver can take a longer charging break or is travelling in an area with weaker infrastructure, the battery can also be charged using only 400 volts. The system can switch from 800 to 400 volts. Furthermore, the new Mercedes-AMG GT 4-Door Coupé is prepared for five fast-charging standards worldwide: CCS2 in Europe, GB/T in China, CHAdeMO in Japan, CCS1 in South Korea and NACS in the USA.

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

The body-in-white of the new Mercedes-AMG GT 4-Door Coupé is a completely new development. The intelligent material mix of aluminium, steel and fibre-reinforced composites combines the typically high AMG rigidity with low weight. Optimised material cross-sections and component geometries create space for the demanding technology and the complex chassis.

The high-voltage battery is integrated centrally into the structure of the e-skateboard. 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 the high Mercedes-Benz safety requirements. In addition to legal regulations, strict internal Mercedes-Benz safety standards must also be met.
This means the battery can actively absorb and dissipate forces. It is therefore a key component of the vehicle's overall structure and safety. The high-voltage section with busbars is arranged as an "upper floor" along the "spine" of the battery, similar to a centre or transmission tunnel. This high level of integration into a single component ensures very efficient use of space.

Under the tunnel lies a highly advanced cooling system whose core is 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), the oil-water heat exchanger (ÖWWT), and the necessary connectors for direct oil cooling. Both the KMP and the ÖWWT were specially tailored to the vehicle's requirements and the coolant used and are perfectly coordinated with each other. The precise interaction between the KMP, the large ÖWWT and the 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 – not via physical components but through mathematical models based on the current charging power.

Innovative high-performance cooling with Central Coolant Hub (CCH)

The new Mercedes-AMG GT 4-Door Coupé features an innovative and high-performance cooling system. The precise supply of all components is handled by the so-called Central Coolant Hub (CCH), another innovation from Affalterbach 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 operating 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 chiller and both main and auxiliary radiators, optimises thermal efficiency and enables immediate full charging and motor power.

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

With meticulous attention to detail, the development team has created a bespoke, vehicle-specific driving experience for V8 enthusiasts for the new Mercedes-AMG GT 4-Door Coupé. The AMGFORCE S+ drive programme delivers an unparalleled and immersive V8 experience with authentic shifts, and an adapted driver display in the central-tube design. The sound portfolio, which is patent-pending, blends the legendary AMG V8 acoustics with innovative electric technology.

The sound from the GT R serves as the basis for a multi-sensory overall experience, tailored to the respective driving situation. The experience is dynamically context-dependent and adapted in real-time to the current driving style. For acceleration processes, gear changes, or burbling – the entire sonic spectrum of a modern performance vehicle is made accessible. The result is unmistakable and typically AMG.

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 behaviour. Whether during acceleration, shifting events, or burbling, the entire acoustic spectrum of a modern performance vehicle becomes accessible. The result is unmistakable: bold, unique, thrilling – just as AMG is meant to be.

But the sound world extends beyond pure driving operation and offers additional features:

- Approaching the vehicle and unlocking: a deep, muffled bass sound
- Welcome sound when entering: 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 acoustic experience world, all inspired by the legendary AMG ONE

AMG RACE ENGINEER delivers exceptional driving pleasure
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 Coupé 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 controls the entire intelligence of 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 bundles the control of all drive and driving dynamics systems and is considered one of the most advanced and powerful chip technologies available on the market. Through efficient and maximally fast information processing, it optimises the utilisation and control of the drive components, elevating the dynamic driving experience in the new Mercedes-AMG GT 4-Door Coupé 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: A guarantee for maximum driving pleasure and ultimate individualisation is the central driving-dynamics controller, also developed in-house by Mercedes-AMG. The three new rotary controllers – also referred to as the AMG RACE ENGINEER Control Unit and seamlessly integrated into the centre console – form a new sporting highlight. They enable central and individual regulation of response behaviour, cornering behaviour, and traction/slip behaviour, and visually underscore the dynamics and agility of the driving experience.

- The “Response Control” rotary switch coordinates the response behaviour of the electric motors to accelerator-pedal commands. This response also depends on the selected drive programme – ranging from comfortable and harmonious to razor-sharp and aggressive. The new AMG 4-Door Coupé has power in abundance. The challenge lies in delivering that power to the road as needed and appropriate for the situation – with maximum agility and traction, yet with exemplary driving safety. And that means driving enjoyment for every skill level.
- The “Agility Control” rotary switch adjusts agility around the vertical axis (individually selectable only in the Race/S+/S programmes with ESP® off) and therefore influences cornering behaviour. The variable and adjustable torque distribution creates the sensation of a shorter or longer wheelbase.

This results in completely different driving characteristics – from slight understeer to neutral handling all the way to controlled oversteer.
- The “Traction Control” rotary switch – also referred to as slip behaviour – adjusts the intervention level of traction control across nine stages (selectable only in the Race/S+/S programmes with ESP® off). This feature has already proven itself in the AMG GT R and the AMG GT Black Series.

The functions of the rotary controllers enable an even more finely tuned and maximally customisable adjustment of the driving behaviour in the new Mercedes-AMG GT 4-Door Coupé than in any previous vehicle. The range extends from extremely stable to highly dynamic.

AMG ACTIVE RIDE CONTROL suspension with semi-active roll stabilisation

In addition, the AMG ACTIVE RIDE CONTROL air suspension with semi-active roll stabilisation is included as standard. The AMG ACTIVE RIDE CONTROL air suspension offers a wide spread between sportiness and comfort thanks to its triple-adjustable air springs and semi-active roll stabilisation. An 8.2-litre pressure reservoir enables rapid raising and lowering, including speed-dependent ride-height adjustment to improve range.

The shock absorbers, adjustable in both rebound and compression stages, are equipped with semi-active, interconnected hydraulic elements that replace conventional anti-roll bars. This reduces body roll and enables a wide range of AMG drive programmes. A newly developed lightweight construction technology using die-cast and forged components reduces weight and increases the recycling rate.

The system hydraulically connects the suspension struts, allowing the roll stiffness to vary and minimising body roll. This increases comfort on uneven roads and improves precision during cornering thanks to higher camber stiffness. During straight-line driving, 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 roll support and thus the required roll stiffness.

Multi-link front and rear axles enable optimal road contact at the limits

The chassis of the new AMG GT 4-Door Coupé is based on a multi-link axle design at both the front and rear. This layout allows for high lateral acceleration with minimal influence from drive forces.

To reduce unsprung masses, all suspension links, steering knuckles and wheel carriers at the front – with the exception of the tie rod – are made from forged aluminium. At the rear axle, steel is used for all links except the aluminium spring links. The multi-link concept guides each wheel with minimal elastic movement. The high camber and toe stiffness not only enable high cornering speeds but 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 reactions to load changes (such as evasive manoeuvres or lane changes) and external influences (such as crosswinds or road undulations).

Combines agility and stability: The active rear-axle steering

Depending on the speed, the rear wheels steer either in the same direction as the front wheels or in the opposite direction. This enables both agile and stable handling. The heart of the system is a central electromechanical steering actuator (an electric motor with spindle drive) that has 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 electronically adjusts the rear wheels based on integrated vehicle-dynamics pre-control. The change in steering angle is up to 6 degrees in each direction at the rear wheels.

Up to a speed of 80 km/h, the rear wheels steer opposite to the front wheels. This corresponds to a virtual shortening of the wheelbase. Advantage: the new Mercedes-AMG GT 4-Door Coupé turns into corners significantly more agilely, requires less steering effort, and thus increases driving enjoyment. Additional benefits include improved manoeuvrability and a reduced turning circle in everyday situations, such as turning or parking.

If the coupé is travelling faster than 80 km/h, the system steers the rear wheels in the same direction as the front wheels (with a maximum steering angle of up to 1 degree). This corresponds to a virtual extension of the wheelbase and noticeably improves driving stability. At the same time, during directional changes, lateral forces build up more quickly at the rear wheels, which accelerates the response to steering commands.

The active rear-axle steering not only improves handling in corners but also assists the driver during sudden evasive manoeuvres, 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 programme: in Sport+, for example, the rear-axle steering reacts even more agilely and directly at lower speeds. It also supports the optional automatic parking system and the Remote Parking function. Future “over-the-air” updates are also possible.

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

The new Mercedes-AMG GT 4-Door Coupé brings its power to the road via the AMG Performance 4MATIC+ all-wheel-drive system. The completely decoupled electric motors enable maximum variability in distributing torque between the front and rear axles. In addition, torque vectoring distributes drive power individually between the two rear wheels. This provides not only a high level of driving safety but also exceptional driving enjoyment.

Optimal torque distribution is continuous and situation-dependent. The seamless transition between rear-wheel drive and all-wheel drive takes place without the driver noticing, 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 snow and ice, sensors detect wheel slip in fractions of a second and distribute the torque precisely according to the driving situation. Because all electric motors are controlled independently, the system can always maintain ideal drive force.

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

The new Mercedes-AMG GT 4-Door Coupé also features a high-performance hydraulic composite brake system. This system combines a carbon-ceramic brake on the front axle with a steel brake on the rear axle, enabling a needs-based and weight-optimised 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 friction brake system, or a combination of both.

Exterior design: Radical proportions for extreme and aerodynamic sportiness

The silhouette alone makes it unmistakably clear: the new Mercedes-AMG GT 4-Door Coupé stands for performance at the highest level. Shaped by its dynamic fastback, the long, low-slung front hood, the steeply raked windshield, and the distinctive rear diffuser, the vehicle makes a bold statement of maximum sportiness. Compared to its predecessor, the new Mercedes-AMG GT 4-Door Coupé could be designed 4 cm lower – despite having a battery in the underbody. A true highlight is the front design: the AMG specific grille with its vertical slats is offered for the first time optionally illuminated and in a further developed, concave shape. The likewise illuminated, centrally positioned Mercedes star and the headlights with star-shaped daytime running lights create a unique light signature, giving the sports car an unmistakable presence.

The hood blends seamlessly into the overall design. Derived from motorsport, the two pronounced power domes clearly reveal AMG's sports-car DNA. In the side view, the athletic design language continues and from the low front emerge strongly flared fenders. The flat, elongated greenhouse with its three-part window graphic sits firmly on the very 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 emphasise the sporty proportions.
From a bird's-eye perspective, the tapering of the greenhouse towards the rear becomes visible, giving the car its extremely wide, athletic shoulder line. Six circular taillights in turbine design with star graphics lend the sports car an unmistakable rear identity. An optional, impressive light strip used as an additional taillight further enhances the sporty appearance.

Visually, the body sits on a powerful, black-gloss contrast base that extends from the front splitter wrapping around the vehicle's front, along the side sills, and to the rear. Extremely short overhangs complete the iconic proportions. The highly dynamic presence of the Mercedes-AMG GT 4-Door Coupé reaches its ultimate expression when the new active AEROKINETICS rear diffuser is deployed.

New AEROKINETICS elements for optimised aero balance
In addition to the new active AEROKINETICS rear diffuser, further elements enhance the aero balance of the car:

- AEROKINETICS Venturi Flow for precise driving at the limit: Two active aerodynamic elements in the underbody automatically lower when required in order to precisely control the airflow and significantly increase downforce. Through the so-called Venturi effect, the air beneath the vehicle is pressed and accelerated through the specially shaped underbody contours of the elements. This creates a strong low-pressure zone that effectively "sucks" the vehicle onto the asphalt. The result is impressive downforce and outstanding cornering speeds. Activation is speed-dependent: the front element deploys from 120 km/h, while the centrally positioned element deploys from 140 km/h.
- AEROKINETICS rear spoiler with intelligent operating strategy: The seamlessly integrated, extendable 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. From 80 km/h, the spoiler adopts different angle positions to either optimise driving stability or reduce aerodynamic drag. If the system detects dynamic driving, the spoiler moves into its steepest position to ensure a highly dynamic yet safe driving experience.
    - At low speeds, the rear spoiler – seamlessly integrated into the design of the boot lid – remains fully retracted. This creates a clean appearance when stationary and at low speeds. The adjustment mechanism is protected from dirt or foreign objects when parked.
    - As speed increases, the spoiler automatically adjusts through several angle positions to ensure the perfect aerodynamic balance. The control system also considers the positions of the other active aerodynamic elements so that the new AMG GT 4-Door Coupé always remains perfectly balanced.
    - At high speeds or when the vehicle detects highly dynamic driving, the spoiler moves into the steepest angle for maximum downforce and optimal stability. This position can also be activated manually via a display button on the steering wheel.
- The active AEROKINETICS Airpanel air-management system known from the Mercedes-AMG GT and SL models, has also been further developed. It controls the airflow according to cooling requirements and operates with vertical louvers. These are located in the centre behind the air intake in the front apron and – for the first time in the new Mercedes-AMG GT 4-Door Coupé – also on the left and right sides behind the brake-cooling intakes. This makes the AMG model the first vehicle in the entire Mercedes-Benz Group to feature both a wheelarch cooler and a main cooling package in series production – representing the cooling-operation strategy in its most advanced form. Normally, the

louvres remain closed up to higher speeds. This position enables the lowest aerodynamic drag and maximum range. Additionally, airflow is directed toward the underbody to reduce front-axle lift. Only when certain temperatures at predefined components are reached and cooling demand is particularly high do the louvres open, 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.

But these measures do not end there. The wheel portfolio available to customers ranges from 19- to 21-inch light-alloy and forged wheels, including aerodynamically optimised designs. In the 21-inch size, for example, the aerodynamically optimised wheel design increases WLTP range by up to 14 kilometres. With aerodynamically optimised tyres, gains of up to 30 kilometres are possible.

And the 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 urban environments, the ride height remains higher to maximise comfort.

In the interior, pure sports-car genes meet grand-tourer attributes: The best of both worlds.
The interior of the Mercedes-AMG GT 4-Door Coupé is consistently designed around the 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 driving-relevant functions. This ensures that the driver's attention remains exactly where it belongs: on the driving experience.

The cockpit: Command centre for performance enthusiasts
The high-performance DNA of the new Mercedes-AMG GT 4-Door Coupé is reflected in the driver-focused cockpit, which immediately invites you to get behind the wheel. The instrument panel is defined by a wide, visually continuous display unit that separates into a driver-oriented area and a slightly offset passenger area. The razor-sharp driver displays – consisting of the 10.2-inch instrument cluster and the 14.0-inch multimedia monitor – merge into a single unit in "seamless-glass" design.

The 14.0-inch multimedia monitor is ergonomically angled towards the driver, ensuring optimal readability and intuitive operation. A 14.0-inch passenger display with its own content is also available, allowing the front passenger to immerse themselves in the sporty-digital experience as well.

Large, round air vents in a distinctive chain-link design are harmoniously integrated into the glass surface on the left and right. As part of the ambient lighting system, they glow in freely selectable colours in night mode. Galvanised air outlets combine solid metal aesthetics with refined high-tech appeal, creating a seamless bridge between the digital and analogue worlds.

The uniquely designed centre console brings together aesthetics and functionality. A central highlight: three haptic driving-dynamics rotary controllers (AMG RACE ENGINEER Control Unit) provide intuitive access to response behaviour, traction/slip and cornering characteristics at the turn of a dial. The three knobs are ergonomically angled towards the driver, ensuring maximum operating comfort and an intuitive tactile experience. Their design echoes the distinctive look of the exterior air vents.

The centre console adopts the driver-oriented angle of the central display and features an armrest with a closed storage compartment, as well as two charging trays for fast, inductive smartphone charging. For intuitive usability, two illuminated cupholders are separated from the charging trays. The front section of the centre console is characterised by a winglet in real-metal optics, rising three-dimensionally to frame the

housing of the central air-vent unit. The minimalist vent design creates an exciting contrast to the two prominent outer vents on the instrument panel.

The front seats: Sportiness with pronounced lateral support

The newly developed front seats, featuring a sporty and expressive design, offer excellent lateral support during dynamic cornering. Even sportier are the optional AMG Performance seats with integrated head restraints. Both seat variants emphasise motorsport-typical lightness with their distinctive seat-back contours. Two openings in the backrest with galvanised trim inserts underscore the high-performance character of the Performance seat and visually highlight its lightweight construction.

Numerous independent equipment concepts featuring exclusive, carefully selected colour combinations and trim elements provide a high degree of individualisation options, meeting even the highest expectations of customers. The wide range of different seat covers spans the full spectrum – from performance-oriented to comfort-focused.

The Mercedes-AMG GT 4-Door Coupé continues the tradition of extensive customisation options through the exclusive MANUFAKTUR programme. The programme offers customers a unique world of colours, materials and handcrafted surfaces.

The AMG Performance steering wheel with haptic feedback

The flattened-bottom, perfectly contoured AMG Performance steering wheel features rollers and paddles. It is available with various high-quality steering-wheel rims, ranging from supple leather to a lightweight carbon design and grippy MICROCUT microfibre. Using the steering-wheel paddles, recuperation can be adjusted precisely, giving the driver maximum control.

The two round AMG steering-wheel buttons impress with intuitive operation, brilliant colour OLED displays and icons. They allow key driving functions and the various drive programmes to be adjusted in a split second, without taking your eyes off the road. They operate via the familiar rotation of the adjustment ring or by pressing the display button. The selected setting is shown on the high-resolution display integrated directly into each button – information exactly where you need it.

The rear: Comfort on four wheels

In the rear, the grand-tourer qualities of the Mercedes-AMG GT 4-Door Coupé come to the forefront: a deliberately comfortable seating position ensures excellent long-distance comfort. Two intelligently designed recesses in the vehicle floor (so-called “foot garages”) also contribute to this, giving rear-seat passengers generous legroom and pleasant knee angles.

The rear is equipped as standard with comfortable, contoured individual seats for two people. Rear passengers also enjoy generous headroom – comfort that is evident in every centimetre. A practical three-seat bench is optionally available. In both configurations, the rear seatbacks can be split and folded down to allow flexible interior configuration depending on the need.

The “SKY CONTROL” panoramic glass roof with spectacular AMG light staging

The one-piece panorama glass roof contributes to the airy sense of space – a window to the sky. The large glass surface extends all the way to the rear window and can be switched between transparent and non-transparent. To enable this, the panoramic roof is divided into individually switchable segments. This allows customers to decide, according to their personal preference, how much light and visibility they wish to let in.

At night, the roof can optionally transform into a sparkling canvas with a unique light staging: illuminated AMG crests above the driver's and front passenger's heads, as well as motorsport-inspired racing stripes across the entire roof surface, all glowing in harmony with the ambient lighting of the vehicle.

For intelligent protection against sunlight, the glass surface is made of heat-insulating laminated safety glass as standard, featuring an infrared-reflective coating and an ultra-thin Low-Emissivity (LowE) coating on the inside. In summer, this prevents the interior from heating up and keeps temperatures pleasant. In winter, the LowE coating reduces heat loss by reflecting warmth back into the cabin. For certain markets and performance purists, an ultralight roof in carbon-design is available.

Ambient lighting: Light design that touches the senses

The sophisticated ambient lighting also plays a key role in creating a feel-good atmosphere on board the new Mercedes-AMG GT 4-Door Coupé. A continuous light strip along the upper level of the dashboard frames the interior like an elegant border and bathes the generous cabin space in soft illumination. In addition, the ambient lighting harmoniously connects the instrument panel with the doors, creating a seamless lighting experience.

High-resolution, atmospheric ambient-light styles can be selected as mood-enhancing background themes for the displays. The colour palette of the instrument cluster, control elements and ambient lighting is perfectly matched to these themes. This allows occupants to create a completely personalised atmosphere inside the vehicle. The screen design impresses with extraordinary aesthetics, precision and intuitive operation.

Elegant door design in the interior

The door panels present themselves in a clean and elegant design, featuring floating-style armrests. The sculpture of the grab and pull handle integrates the key functions for interior door operation and the electric window switches. The door centre section, with its smoothly designed diamond quilting, deliberately echoes a theme from the historic world of motorsport. The seat-adjustment control, shaped like a miniature seat, is placed in a perfectly ergonomic position within the quilting and above the armrest segment. The speaker grilles, with their horizontal line structure, blend seamlessly into the harmonious design and are crafted with the same high quality and precision. In the Burmester® High End 4D sound system (optional), they are made of stainless steel – a pleasure for both eyes and ears.

The MBUX infotainment system: Intelligent and intuitive

The control surfaces and the state-of-the-art Mercedes-Benz User Experience (MBUX) appear emotional and intuitive to use in the Mercedes-AMG GT 4-Door Coupé. Its foundation is the company's new Mercedes-Benz Operating System (MB.OS). This deeply integrated software-to-cloud architecture intelligently networks and controls all control units and functions.

Various display styles are available, enabling a personalised driving experience. The "AMG Special" style offers four specific sub-screens: the new central-tube presents a central round instrument with a power meter.

- In "Sport+" mode it functions as a tachometer, while key motor data appears on the left and right.
- "Pure": focuses on a clean speedometer with power-meter indicators.
- "Vehicle Data": shows all component temperatures and tyre data.
- "Trip": combines the navigation map with relevant trip information.

The selection is complemented by the timeless "Classic Style" with various sub-menus such as real-time consumption or navigation view.

The MBUX control and display concept is tailored not only to the vehicle but also to the individual preferences of the driver and passengers. It follows the principle of focusing on what matters most. The MBUX Zero Layer on the central display shows the most important information, suggestions and recently used apps. Apps can be rearranged and grouped into individually named folders – similar to a smartphone. In addition to controlling all comfort and multimedia settings, MBUX already includes access to connectivity services such as Live Traffic Information.

The new generation of MBUX in the Mercedes-AMG GT 4-Door Coupé also integrates artificial intelligence from ChatGPT, Microsoft Bing and Google Gemini. By combining multiple AI agents in one system, MBUX revolutionises how occupants interact with the vehicle. A prime example is the MBUX Virtual Assistant, representing the next evolutionary stage of the MBUX voice assistant. It goes far beyond responding to commands: it can conduct complex, multi-step conversations – almost like talking with a friend. The MBUX Virtual Assistant appears as a "living" avatar on the Zero Layer, featuring dynamic colours and animations.

In the AMG GT 4-Door Coupé, MBUX includes three exclusive AMG apps that highlight the vehicle's high-performance character: "Performance Menu", "Set Up" and "Track Pace".

AMG PERFORMANCE MENU: Real-time driving data

The AMG PERFORMANCE MENU provides the driver with all key driving and motor data live and in real time — making performance visible at a glance. In "Energy Flow", the vehicle becomes virtually transparent: a glass-like model visually shows the energy flow and indicates how much power the axial flux motors are currently delivering to the front and rear axles. "Aero Flow" shows the current status of the active aerodynamic profiles on the underbody (AEROKINETICS Venturi Flow), the active AEROKINETICS rear diffuser, and the active AEROKINETICS rear spoiler. The AEROKINETICS Airpanels in the front grille are also displayed according to whether they are open or closed – high-tech aerodynamics made visible.

"Warm Up" provides precise information on when the vehicle and tyres reach their optimal operating temperatures. Engine and tyre temperatures are continuously monitored and displayed – essential for maximum racetrack performance. Those who want to monitor lap times on the racetrack will find the matching stopwatch in the "IWC Watch" menu. "Dynamic" visualises the physical forces acting on the vehicle during driving: lateral acceleration values, current tyre pressure, and the status of suspension and dampers are displayed – the perfect information source for ambitious drivers. Finally, "Power" shows the battery status at any time, ensuring full control of the available electric power.

AMG SET-UP: Tailoring the driving experience

With AMG SET-UP, drivers can actively adjust various functions and configure the vehicle exactly according to their preferences – for a driving experience perfectly matched to them.

Under "Steering Wheel", the order of drive functions and driving programmes on the steering-wheel buttons can be customised, allowing even more intuitive operation and quicker access to essential features. The "Aero Set-up" menu provides additional control over aerodynamics: even at low speeds, the driver can manually extend the active rear spoiler – for maximum presence, even in city traffic. The "Pre-Check" sub-menu takes it even further: when stationary, all active aerodynamic elements can be activated, including the diffuser – for the ultimate visual performance effect.

The sound slider: Personalised acoustic performance

A special feature gives customers full control: the Sound Slider. It allows fine-tuning of the vehicle's sound characteristics inside the cabin, selecting between Powerful, Balanced, and Minimal, combined with a scale from Classic to Futuristic. Pure sound tuning, tailored to individual personality.

AMG TRACK PACE for racetrack visits

AMG TRACK PACE is also included in the new Mercedes-AMG GT 4-Door Coupé and turns every racetrack visit into a professional training session. The highly advanced software is integrated into the MBUX infotainment system and 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 displayed on the driver display.

Additional features include the clear display of lap and sector times on the multimedia display, the head-up display, and the instrument cluster, as well as additional professional training and analysis tools. Numerous legendary racetracks, such as the Nürburgring or Spa-Francorchamps, are preinstalled from the factory. It is also possible to record and analyse your own favourite tracks.

The intelligent racing navigation in the head-up display shows cornering angles and optimal braking points, helping drivers find the perfect racing line – like a virtual instructor. The impressive augmented-reality function of MBUX also enables the racing line of a saved recording to be projected onto the multimedia display. This allows the driver to improve lap times lap after lap and push performance limits. Acceleration and deceleration values can also be measured and saved with precision.

With the optional Dashcam (not available in all markets), the integrated HD camera can record spectacular videos onto a USB storage device – perfect for sharing with friends or for a personal video library. 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 – cinematic and professional.

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 tool optimises energy flow depending on the selected mode – “Endurance” or “Hotlap”. This is communicated acoustically and visually through signals in the instrument cluster. The background to the PPM is that on long racetracks or during many laps on Grand Prix circuits, unlimited maximum power is not the optimal approach for achieving the best times. On the Nürburgring Nordschleife, for example, the demanding topography requires a sophisticated strategy to achieve fast laps.

When driving downhill or through tight combinations of corners, full power 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.

Seven drive programmes: Driving fun without limits

The seven AMG DYNAMIC SELECT drive programmes — Comfort, Sport, AMGFORCE Sport+, RACE, Slippery, Individual and for the first time at Mercedes-AMG, also Eco – enable a wide spread of vehicle characteristics, ranging from comfortable and efficient to dynamic and highly emotional.
They are activated using the steering-wheel satellite controller (a round rotary-push switch). Each drive programme offers an individual driving experience, precisely tailored to different driving conditions and designed to make optimal use of the vehicle’s potential in each situation. Parameters influenced include accelerator response, suspension tuning, steering, ESP®, sound, and recuperation. Recuperation can also be adjusted independently of the drive programme using the steering-wheel paddles.

- **Comfort:** The standard mode for everyday driving and long trips. It offers a comfortable, harmonious and confident driving experience. The efficient operating strategy adjusts the powertrain as needed, with gentle accelerator response, harmonious suspension comfort and a normal ride height.

- Sport: Represents typical AMG driving dynamics: high performance and effortless control for dynamic driving, with performance clearly prioritised over efficiency and comfort. Permanent all-wheel drive allows high cornering speeds and easy controllability as well as direct steering response. Sharp accelerator behaviour, firm suspension and a lowered ride height underline the sporty character.
- AMGFORCE Sport+: Delivers an extroverted, powerful AMG V8 experience. It enhances the driving experience with multisensory feedback: noticeable gearshift changes, the classic AMG V8 sound (inside and out), and an adapted driver display in the central-tube design. The powertrain simulates haptic gearshifts (similar to AMG SPEEDSHIFT TCT/MCT 9G transmission), and manual gear changes via the steering-wheel paddles are executed with precise shift characteristics for maximum performance.
- RACE: The "Race" programme is uncompromisingly tuned for racetrack use to achieve the best lap times. It was developed for ambitious sport drivers and enables perfect driving on closed circuits. Special racetrack features such as the AMG RACE ENGINEER Control Unit are fully available. Driver assistance systems are optimally adapted. Via AMG TRACK PACE, drivers can access Drift Mode, Drag Race, or Track Race. Permanent all-wheel drive ensures fast cornering speeds, high traction and excellent controllability. Dedicated powertrain conditioning ensures spontaneous accelerator response and consistent boost performance. Firm suspension/damping reduces body movement, and a lowered ride height further emphasises the sporty character.
  Also available in S, S+ and RACE: AMG Launch Control offers a perfectly choreographed setup for explosive starts. A characteristic sound builds tension, seatbelts tighten for optimal hold, the ambient lighting switches to a specific mode, and the vehicle begins to vibrate noticeably. Activation occurs in three simple steps: Fully depress the brake pedal, fully depress the accelerator pedal and release the brake to experience the impressive launch.
- Slippery: Provides maximum traction and safety on low-grip surfaces (rain, snow, ice, wet leaves). Assistance systems (ESP®, traction control) intervene early. The variable AMG Performance 4MATIC+ 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 harmonious ride comfort at normal ride height.
- Eco: Aims for maximum range to reduce charging stops and ensure the next charging station can be reached safely. Electrical consumers are deactivated when necessary. Driving behaviour compromises are accepted to achieve maximum efficiency. The strategy reduces power, torque and top speed. For best efficiency, the car runs in rear-wheel-drive mode. A lowered ride height decreases aerodynamic drag and improves range.
- Individual: Allows personal selection of all adjustable parameters.
  Mercedes-AMG has further expanded the customisation options using the company's proprietary MB.OS software platform, enabling even more driving enjoyment at the press of a button. Using the left steering wheel satellite controller, drivers can directly adjust sound, accelerator response, suspension setup, ride height, rear-spoiler position, and ESP® function.

An additional highlight: A single pull on both steering-wheel paddles unlocks additional boost power in the Comfort, Sport, and Sport+ programmes (63: up to 110 kW, 55: up to 50 kW). This delivers noticeable extra performance and emotion: more torque and power, sharper accelerator response, a perceptible jolt of acceleration felt by all passengers, and automatically tightened seatbelts. Special entry, activation and exit sounds complement the experience acoustically.

Manufactured at the most tradition-rich production site: Sindelfingen becomes the production location
Series production of the new Mercedes-AMG GT 4-Door Coupé will begin in summer 2026 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 the 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. It has been an important part of the global Mercedes-Benz Powertrain production network for decades and handles the production of various drive components. The manufacture of axial flux motors in Marienfelde involves around 100 production processes. Approximately 65 of these processes are new for Mercedes-Benz and 35 of them are world firsts. They 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 production-process innovations.

Key technical data at a glance:

Mercedes-AMG GT 63 4-Door Coupé		
E-Motor	Type	Three axial flux motors
Max. drive output	kW (PS)	860 (1,169)
Continuous output	kW (PS)	530 (721)
Max. drive torque	Nm	2,000
Drive system	–	Fully variable all-wheel drive AMG Performance 4MATIC+
Top speed	km/h	300 (Drivers Package)
Acceleration 0-100 km/h (1-Foot-Rollout)[2]	s	2.1
Acceleration 0-200 km/h (1-Foot-Rollout)[2]	s	6.4
Acceleration 0-100 km/h	s	2.4
Acceleration 0-200 km/h	s	6.8
Boost duration	s	63
Nominal voltage	Volt	800
Battery capacity (net)	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 after 10 mins (WLTP combined)[1]	km	460
Energy added in 10 mins[1]	kWh	70
Energy added in 5 mins[1]	kWh	41
Kerb weight (DIN)	kg	2,460
Length/Width/Height	mm	5,094/1,959/1,411
Wheelbase	mm	3,040
Drag coefficient	Cd	0.22
Frontal area	m²	2.44
Combined energy consumption[1]	kWh/100 km	21.0-17.9
Urban energy consumption[1]	kWh/100 km	18.7-16.2
CO_2 class[1]		A
Range (WLTP)[1]	km	596-696
Range urban (WLTP)[1]	km	664-764
Boot volume (liquid)	l	507
Boot volume (VDA)	l	415
Frunk (liquid)	l	62
Frunk (VDA)	l	41

Mercedes-AMG GT 55 4-Door Coupé		
E-Motor	Type	Three axial flux motors
Max. drive output	kW (PS)	600 (816)
Continuous output	kW (PS)	375 (510)
Max. drive torque	Nm	1,800
Drive system	–	Fully variable all-wheel drive AMG Performance 4MATIC+
Top speed	km/h	300 (Drivers Package)
Acceleration 0-100 km/h (1-Foot-Rollout)[2]	s	2.5
Acceleration 0-200 km/h (1-Foot-Rollout)[2]	s	8.7
Acceleration 0-100 km/h	s	2.8
Acceleration 0-200 km/h	s	9.0
Boost duration	s	55
Nominal voltage	Volt	800
Battery capacity (net)	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 after 10 mins (WLTP combined)[1]	km	462
Energy added in 10 mins[1]	kWh	70
Energy added in 5 mins[1]	kWh	41
Kerb weight (DIN)	kg	2,460
Length/Width/Height	mm	5,094/1,959/1,411
Wheelbase	mm	3,040
Drag coefficient	Cd	0.22
Frontal area	m²	2.44
Combined energy consumption[1]	kWh/100 km	21.0-17.8
Urban energy consumption[1]	kWh/100 km	18.6-16.1
CO_2 class[1]	–	A
Range (WLTP)[1]	km	597-700
Range urban (WLTP)[1]	km	667-770
Boot volume (liquid)	l	507
Boot volume (VDA)	l	415
Frunk (liquid)	l	62
Frunk (VDA)	l	41

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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 motorised 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 programme 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 saloons 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. 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.

Further information about **Mercedes-AMG** is available at www.mercedes-amg.com and on our **LinkedIn channel** under Mercedes-Benz AG | LinkedIn.
Press information and digital services for journalists and multipliers can also be found on our **Mercedes-Benz Media online platform** at media.mercedes-benz.com.

Mercedes-Benz AG at a glance
Mercedes-Benz AG is part of the Mercedes-Benz Group AG with a total of around 164,000 employees worldwide and is responsible for the global business of Mercedes-Benz Cars and Mercedes-Benz Vans. Ola Källenius is Chairman of the Board of Management of Mercedes-Benz AG. The company focuses on the development, production and sales of passenger cars, vans and vehicle-related services. Furthermore, the company aspires to be the leader in the fields of electric mobility and vehicle software. The brand portfolio of Mercedes-Benz Cars includes the Mercedes-Benz brand, as well as Mercedes-AMG, Mercedes-Maybach, and the G-Class product brand. Mercedes-Benz AG is one of the world's largest manufacturers of high-end passenger cars. In 2025 it sold more than 2.1 million passenger cars and vans. In its two business segments, Mercedes-Benz AG is continually expanding its worldwide production network with around 30 production sites on four continents. As sustainability is the guiding principle of the Mercedes-Benz strategy and for the company itself, this means creating lasting value for all stakeholders: for customers, employees, investors, business partners and society as a whole. The basis for this is the sustainable business strategy of the Mercedes-Benz Group. The company thus takes responsibility for the economic, ecological and social effects of its business activities and looks at the entire value chain.

[1]The information is preliminary. So far, neither confirmed values from an officially recognised testing organisation 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.