

Mercedes-AMG GT R



Mercedes-AMG GT R fuel consumption combined: 11,4 l/100 km; combined CO₂ emissions: 259 g/km.

We would like to dedicate this car ...

... to the toughest and most challenging race circuit in the world.

The only true green hell.

The most merciless of idylls.

A track that has so much to offer.

But demands even more of us:

our full driving expertise.

All our strength.

All our concentration ...

And yet however much it takes out of us,

we can still learn from it:

it alerts us to our mistakes.

Shows us our limits.

A single kilometre on this track feels

like ten kilometres on any other track.

And we love this challenge.

We continue to develop and improve ourselves.

Every curve, every incline, every straight, spurs us on.

Sustained testing on the North Loop of the Nürburgring enables us to develop our road-going vehicles under the most extreme of conditions and push them to the very limits of dynamic handling.

Never before has it been possible to experience the fascination of motorsport in quite such an immediate way.

The new Mercedes-AMG GT R.

Handcrafted by Racers.



Born out of motorsport.

Hans Werner Aufrecht and Erhard Melcher laid the foundations for AMG in 1967, their minds set on racing success. And in 1971 they duly won the legendary Spa 24-hour race, with the AMG 300 SEL 6.8 prevailing in its class. This spirit and close ties with motorsport shape the character of the AMG brand to this day. As demonstrated by the triple victory notched up by the Mercedes-AMG GT3 in the 24-hour race at the Nürburgring in 2016. With the Mercedes-AMG GT R we are now introducing a vehicle that, more than any other, carries the genes and technology of the Mercedes-AMG GT3 within it. Technology and engineering expertise direct from the race track.



The “Beast of the Green Hell”.

Developed according to the motto “Handcrafted by Racers”. Tested to the limits and brought to technical maturity in the “green hell” of Germany’s Nürburgring circuit. The look: aggressive. The performance: unbridled. The power of the AMG 4.0-litre V8 biturbo engine with its 430 kW (585 hp) and 700 Nm of torque enables it to sprint from 0 to 100 km/h in 3.6 seconds as it chases round the bends of the track’s “North Loop”. Its name: the “Beast of the Green Hell”.



As loud as the hell is green.

A beast is defined by more than simply the broad shoulders of its flared wings, but also by its impressive roar. And that comes courtesy of the AMG Performance exhaust system. This comprises a centrally positioned tailpipe finisher with a rear silencer and exhaust tailpipe in titanium that is integrated into the expressive diffuser. There are also two further tailpipes, set either side of the diffuser. As found in motorsport, the finishers here are sheathed in carbon fibre. Two freely adjustable exhaust flaps have a direct influence on the sound. They open and close according to the selected AMG DYNAMIC SELECT drive program or via a separate pushbutton. Rrrroooaar!

Unbridled power,
meaningfully deployed.



Our objective: the top-level motorsport technology should be perceptible in every driving situation. The low-set AMG V8 biturbo high-performance engine provides the necessary thrust and finds the ideal partner to ensure the perfect gear ratio in the specific AMG SPEEDSHIFT DCT 7-speed sports transmission. The AMG RIDE CONTROL coil-over sports suspension with adaptive adjustable damping can be personally configured for any stretch of road and any driving style through the choice of drive program in AMG DYNAMIC SELECT. The stiffness of the dynamic engine and transmission mounts adjusts individually to the specific driving situation. Soft mounts improve comfort, while stiffer mounts enhance steering precision and ride feel. Particularly during dynamic cornering, support is provided by the electronic AMG rear-axle limited-slip differential. The rear-axle steering, finally, ensures agile and yet stable handling even at the critical limits, while broad sports tyres provide the necessary traction on the road. Ready to hit those corners?



Equipped with all the right tools for a genuine racer.

To tame a beast, you have to have the right equipment. This includes the AMG Performance steering wheel in DINAMICA microfibre, AMG sports bucket seats and the specific instrument cluster with yellow highlights. A 9-step rotary switch allows you to adjust the traction control system, in a direct transfer of know-how from the Mercedes-AMG GT3, so putting you personally in control of ensuring optimum traction when accelerating out of curves and enabling you to bring the engine output to the road in an ideally regulated manner. For race-track driving, the AMG Track package offers the ideal equipment in the form of a rollover protection system, the provision of 4-point seat belts and a double-capacity fire extinguisher. With the AMG Track Pace app, a smartphone can be turned into a personal racing engineer, allowing lap times and video recordings to be analysed and shared via social networks.



Born out of
motorsport.



At home on the road.

If you count yourself among the top players in motorsport, you can also bring this expertise to bear on your road-going vehicles. For what you learn in motor racing is not just about optimising engine performance. Winning is about having the best overall package, about finding the best balance between aerodynamics, engine and drive configuration for the track. And that's precisely what we've done in the case of the new Mercedes-AMG GT R. Our racing car. For the road.

Design.
Direct from hell.



Some vehicles have been consigned to hell for their design. With the Mercedes-AMG GT R, it was the other way round. Apart from the powerfully sculpted body, the new AMG Panamericana grille with its vertical fins in polished chrome is a real eye-catcher. Its basic form harks back to the Mercedes-Benz 300 SL racing car that won the legendary Panamericana road race in Mexico in 1952. It is combined here with a completely new-look front apron in a jet-wing design featuring large air intakes and a front splitter in high-gloss black. Together with the dynamically moulded side sill panels with inserts in high-gloss black, this emphasises the feeling of width and lets the car hug the road more closely.



Keeping a nose ahead.

The new, flatter front apron and the forward-sloping radiator grille of the Mercedes-AMG GT R create a distinctive “shark nose” effect and make the car appear to sit lower on the road. At the same time, this shape lowers the vehicle’s back-pressure point, enhancing the flow of cooling air and the car’s aerodynamic performance. LED High Performance headlamps, exclusive 5-twin-spoke AMG Performance forged wheels and the optionally available AMG ceramic high-performance compound braking system make it possible to experience race track performance on the road.



Form. And performance.

In the Mercedes-AMG GT R, every design element has a specific technical function. Wider wings both front and rear accommodate a wider track width and wider tyres, so providing added traction and allowing higher cornering speeds. The large rear aerofoil with its adjustable blade, together with the new rear apron with double diffuser, improve aerodynamic performance even further. On the race track and in day-to-day life.



Performance is in the air. And in the active aerodynamics.

The active aerodynamics of the Mercedes-AMG GT R are a particular highlight. At speeds of 80 km/h or more the active aerodynamics profile, an ultra-light carbon component in the underbody, automatically moves downward by about 40 millimetres and changes the airflow. The resulting Venturi effect sucks the car, as it were, more closely to the road, so improving cornering ability and handling stability at high speeds. The AIRPANEL consists of 14 vertical louvres below the radiator grille, which open and close in less than a second. Closed, they reduce the wind resistance. Open, they allow efficient cooling of the engine.

The increased cooling requirement of the engine in the Mercedes-AMG GT R is also met by the AMG Panamericana grille and the large outer air intakes in the front apron. Additional Air Curtains on the outside further serve to calm the airflow. Over and above these elements the rear aerofoil, with stepless manual adjustment, and the double diffuser likewise play their part in significantly improving aerodynamic performance.

One key factor in the performance of a sports car is its weight. Which is why the Mercedes-AMG GT R relies on an intelligent mix of materials. The basis is provided by an aluminium spaceframe, combined with a front end made out of magnesium. Carbon fibre, a particularly light and strong material used in motorsport, is used here for instance for the front wings and the tunnel cross, a structural element that forms part of the underbody. The carbon-fibre torque tube delivers a weight saving of around 40 percent compared with the aluminium component used in the Mercedes-AMG GT and creates a connection between the engine and the transmission that displays extreme torsional stiffness. AMG sports bucket seats, AMG Performance forged wheels and the AMG ceramic high-performance compound braking system further support these lightweight construction measures. With a power-to-weight ratio of 2.66 kg/hp, according to DIN, the Mercedes-AMG GT R takes up pole position in its segment.



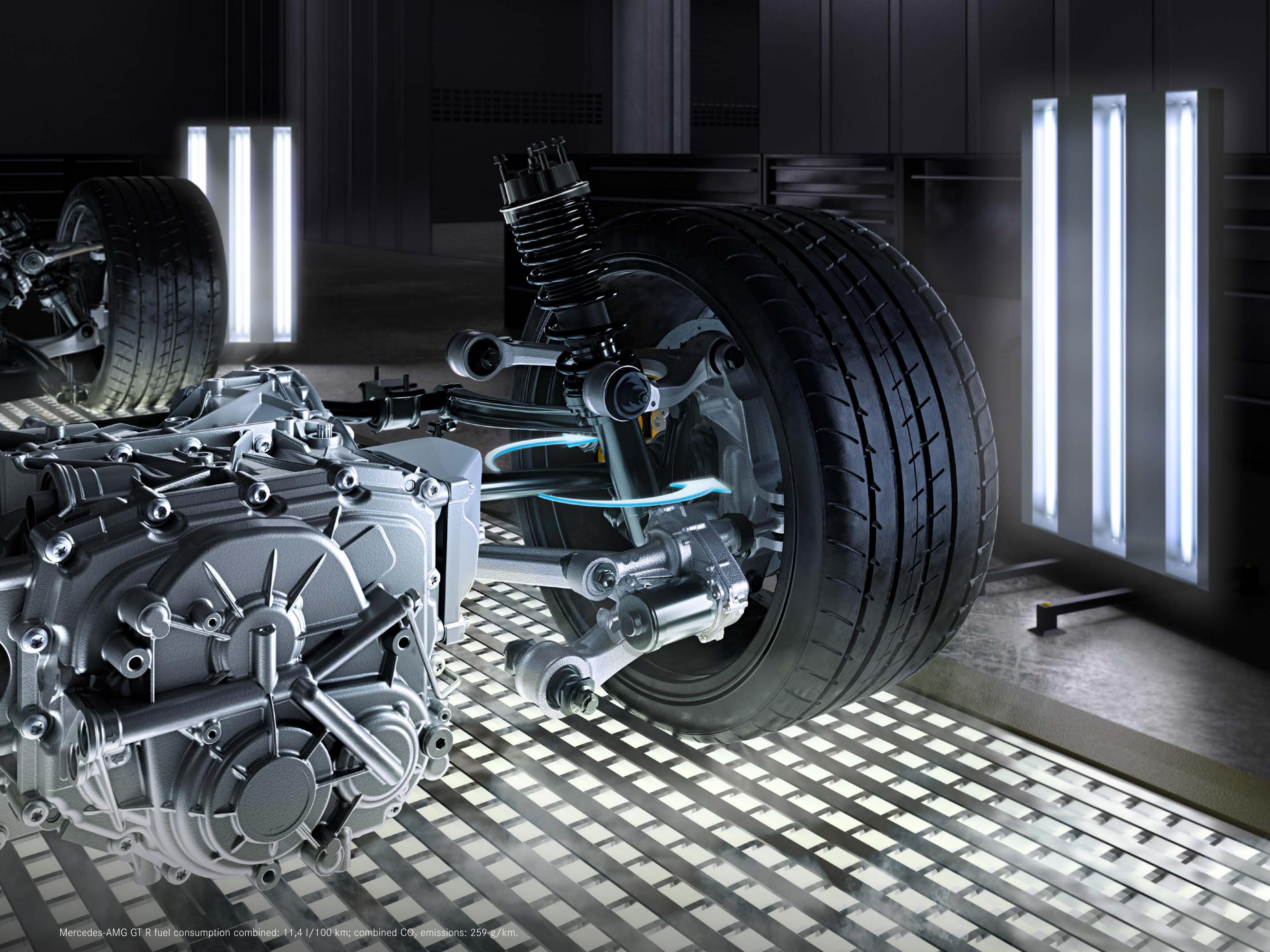
Less weight.
More performance.

Low centre of gravity. High cornering speed.

The concept with front mid-engine and transmission in a transaxle configuration on the rear axle, a tried-and-tested feature of the Mercedes-AMG GT and GT S, makes for a beneficial weight distribution of 47.3 to 52.7 percent between front and rear axles. In conjunction with the vehicle's low centre of gravity, this translates into extremely agile handling and permits high cornering speeds.

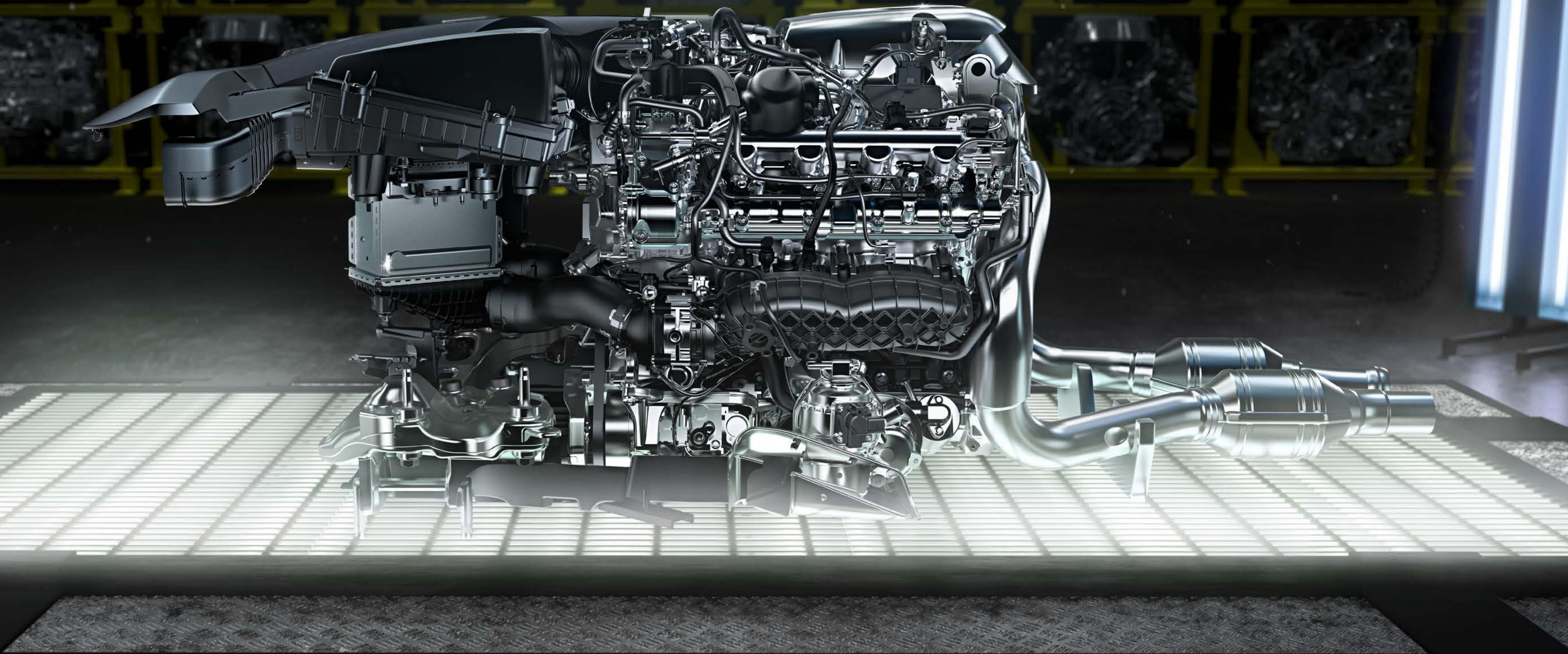


The new rear-wheel steering system of the Mercedes-AMG GT R improves handling safety, while also managing to combine this with comfort, agility and performance. How does it do it? At higher speeds, the rear wheels steer in the same direction as the front wheels, so improving driving stability. At speeds of up to 100 km/h the rear wheels turn in the opposite direction to the front wheels, resulting in improved agility, for example when making a turn or changing direction.



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A true beast
to the very heart.



The AMG 4.0-litre V8 biturbo engine is built by hand in Affalterbach according to the proven philosophy of “One Man – One Engine”. In the Mercedes-AMG GT R it delivers an output of 430 kW (585 hp). The peak torque of 700 Nm is available between 1900 and 5500 rpm. The engine features the tried-and-tested biturbo charging system, whereby the two turbochargers are not mounted on the outside of the cylinder banks but rather inside the V configuration – experts call it a “hot inside V”. This basic principle of the new AMG V8 family has been further optimised for the Mercedes-AMG GT R and brings the benefits of a compact engine design plus spontaneously responsive turbochargers. The dry sump lubrication of the engine also safeguards the oil supply even in the face of high lateral forces and makes it possible to install the engine in a lower position.



Wheels and brakes.

The Mercedes-AMG GT R comes with a choice of 48.3 cm (19-inch)/50.8 cm (20-inch) 10-spoke AMG Performance forged wheels, either painted titanium grey and polished (RXA) or painted black with a high-sheen rim flange (RXB). A particularly light and exclusive alternative is available in the form of the 5-twin-spoke AMG Performance forged wheels, painted black with a high-sheen rim base (RXC).



The Mercedes-AMG GT R is supplied ex factory with internally ventilated and perforated high-performance compound brakes all round. The brake callipers are available painted either yellow or red and feature black AMG lettering.

Motorsport-standard braking is made possible by the optional AMG ceramic high-performance compound braking system. This offers minimal braking distances, a precise pressure point and superb fade resistance, even under extreme conditions of use. All with a weight advantage of around 40% compared with conventional compound brake discs.

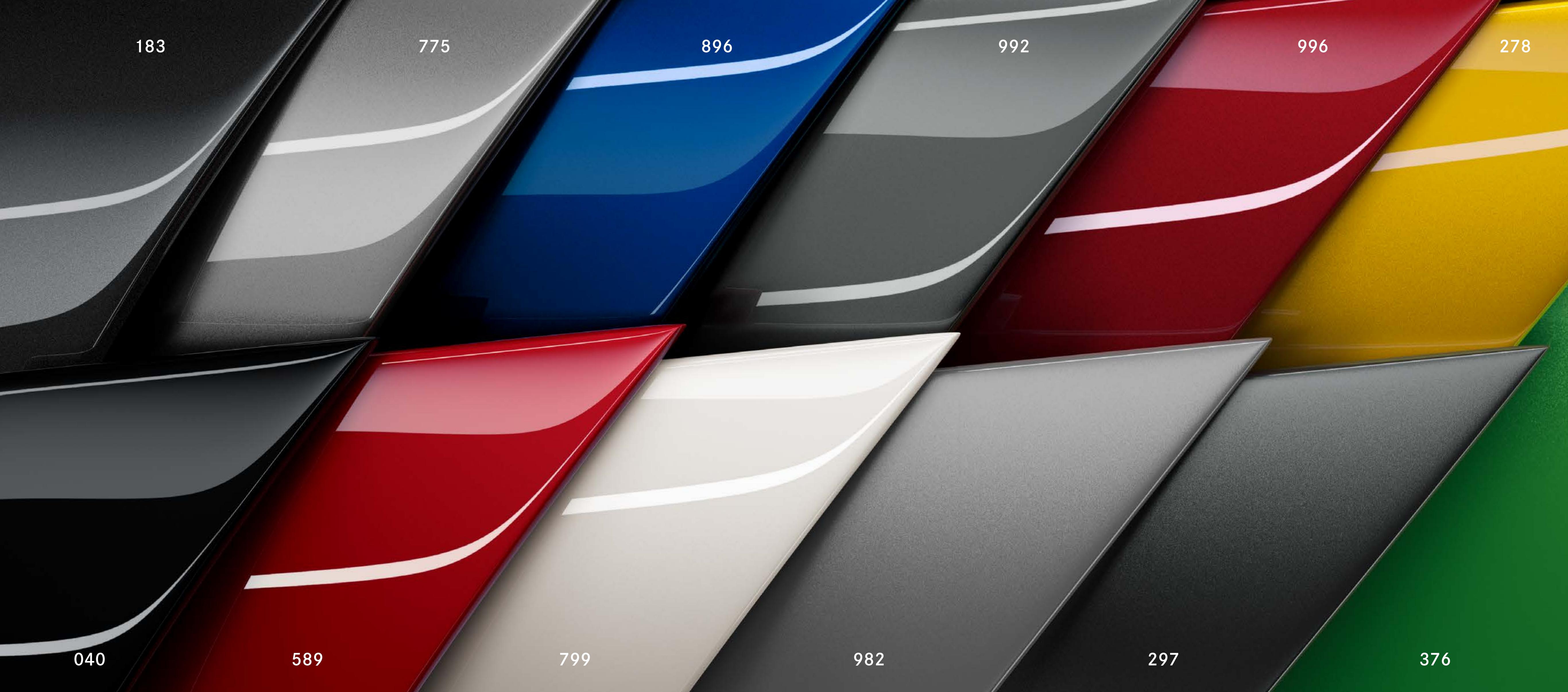


Upholstery, trim and seats.

The interior is also strongly inspired by motorsport. The standard equipment includes extremely light, manually adjustable AMG sports bucket seats (244). They offer the necessary lateral support even in extreme driving manoeuvres. The proven AMG Performance seat from the Mercedes-AMG GT (555) is available as an alternative.

- 661** Black nappa leather/DINAMICA with grey contrasting topstitching
- 621** Black Exclusive nappa leather/DINAMICA with grey contrasting topstitching

- 651** Black Exclusive nappa leather/DINAMICA with yellow contrasting topstitching
- H21** AMG Interior Piano Lacquer package
- H77** AMG carbon fibre, matt

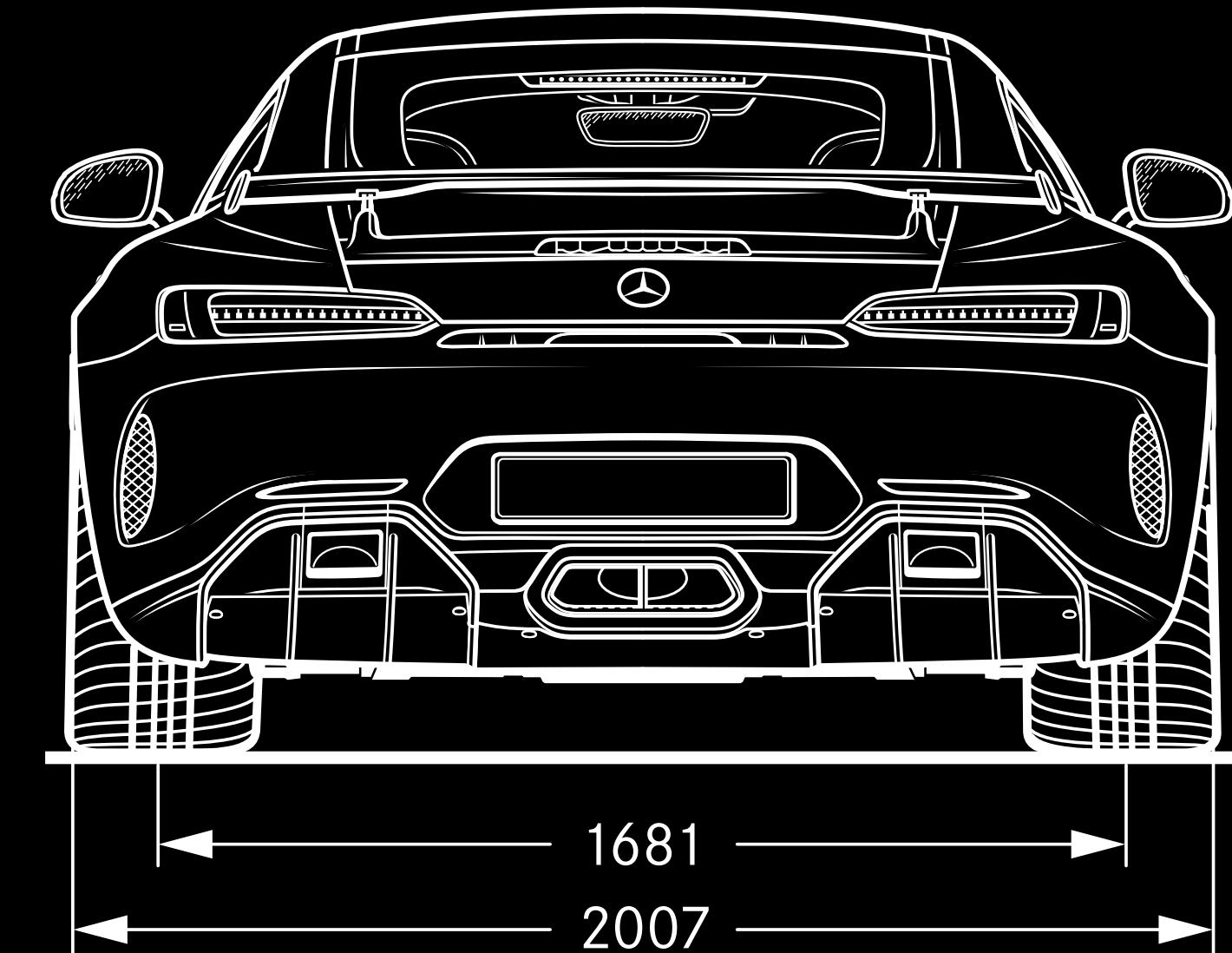
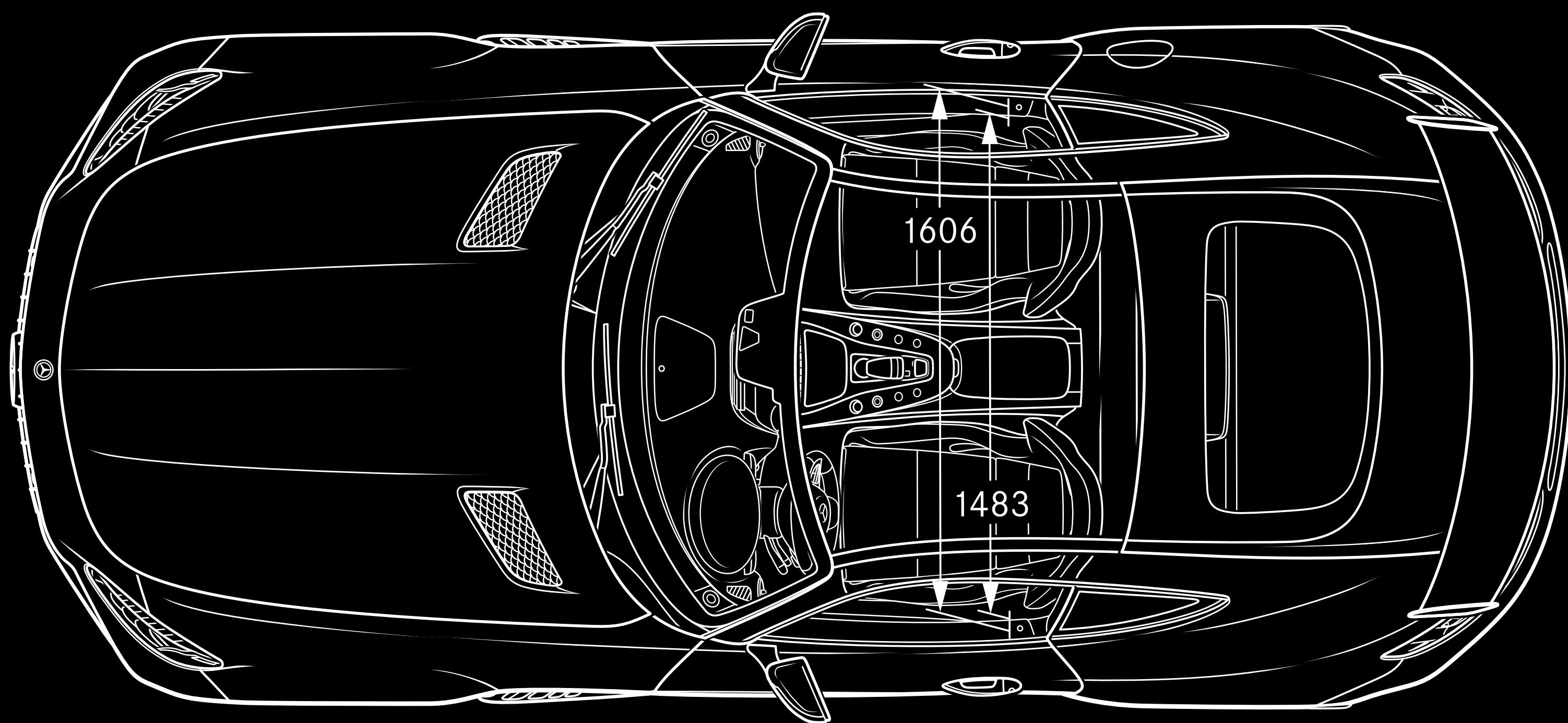
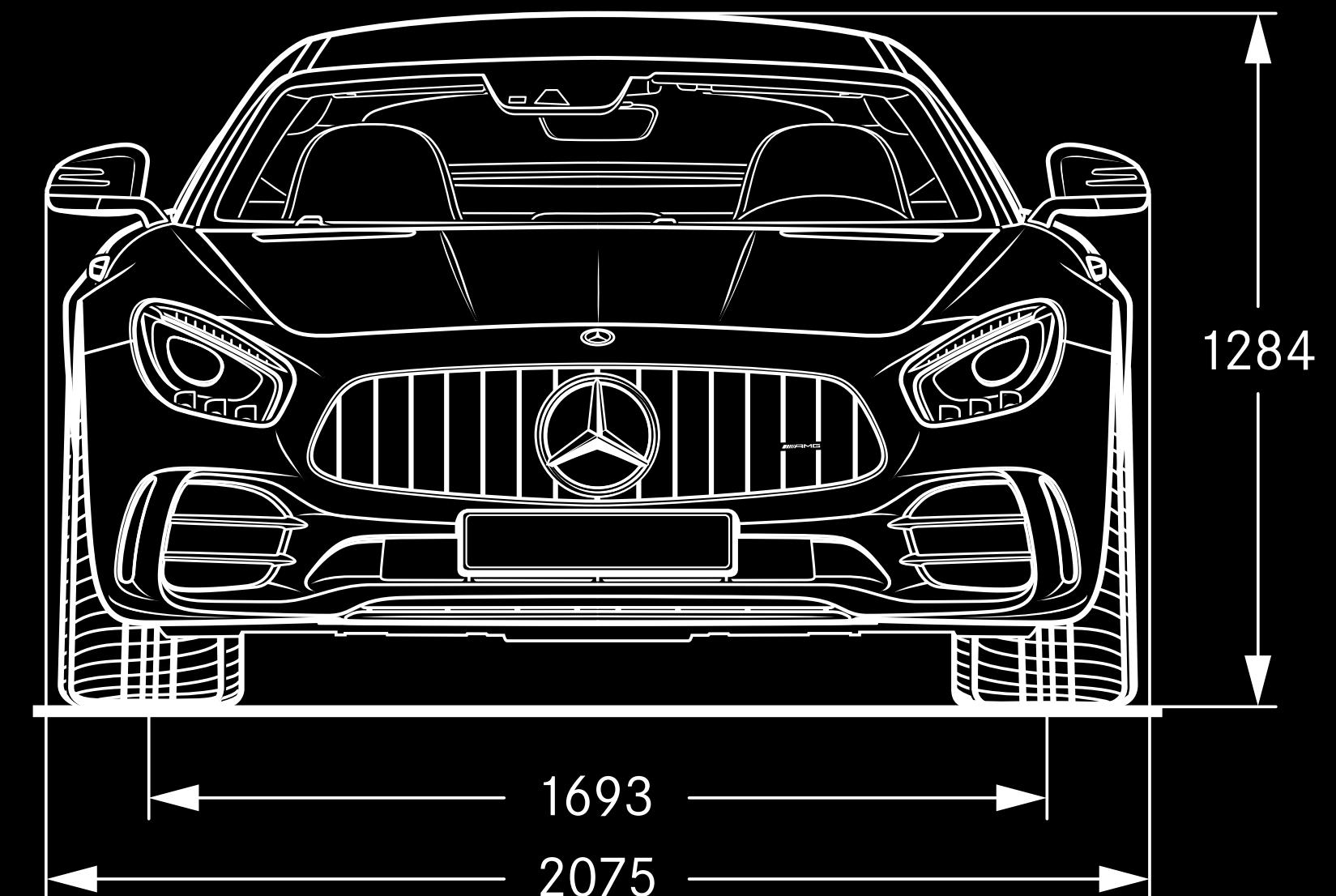
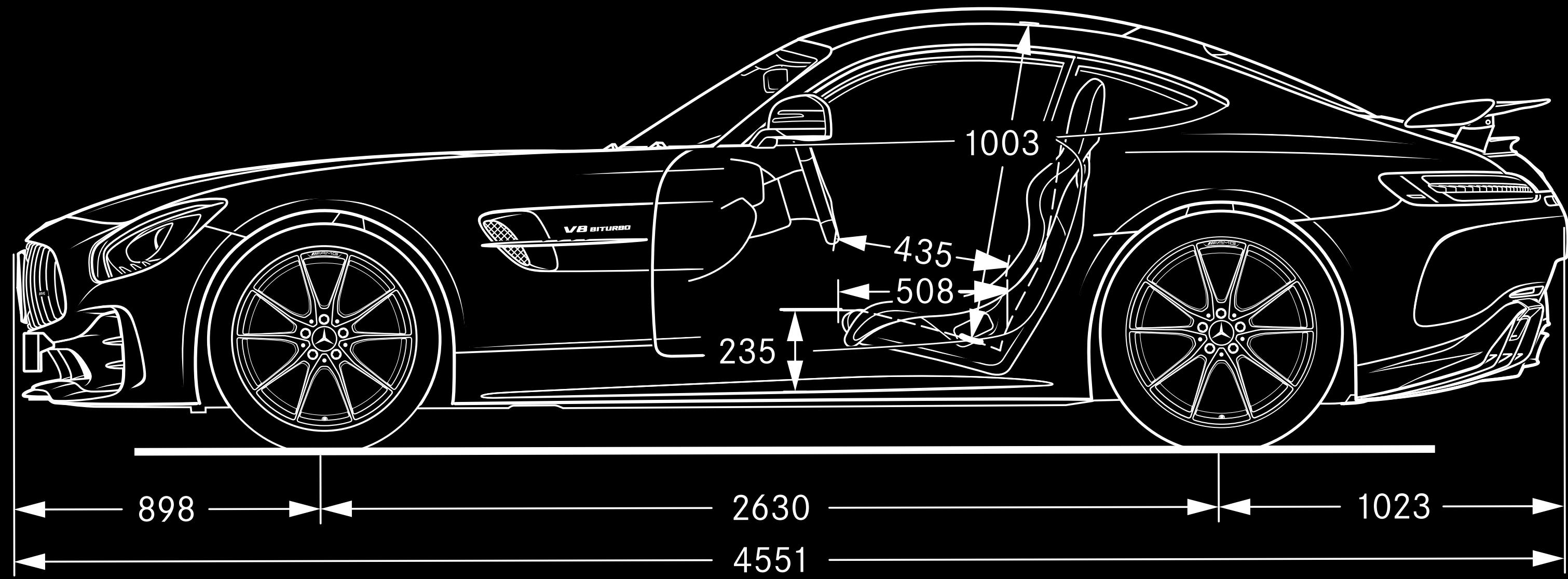


Paintwork.

The “Beast of the Green Hell”: the name says it all. An exclusive new colour for the Mercedes-AMG GT R: “AMG green hell magno”. Along with 11 other colours.

183 magnetite black
775 iridium silver
896 brilliant blue
992 selenite grey
996 designo hyacinth red metallic
278 AMG solarbeam

040 black
589 jupiter red
799 designo diamond white bright
982 designo iridium silver magno
297 designo selenite grey magno
376 AMG green hell magno



All dimensions in millimetres. The dimensions shown are mean values and apply to standard-specification, unladen vehicles.

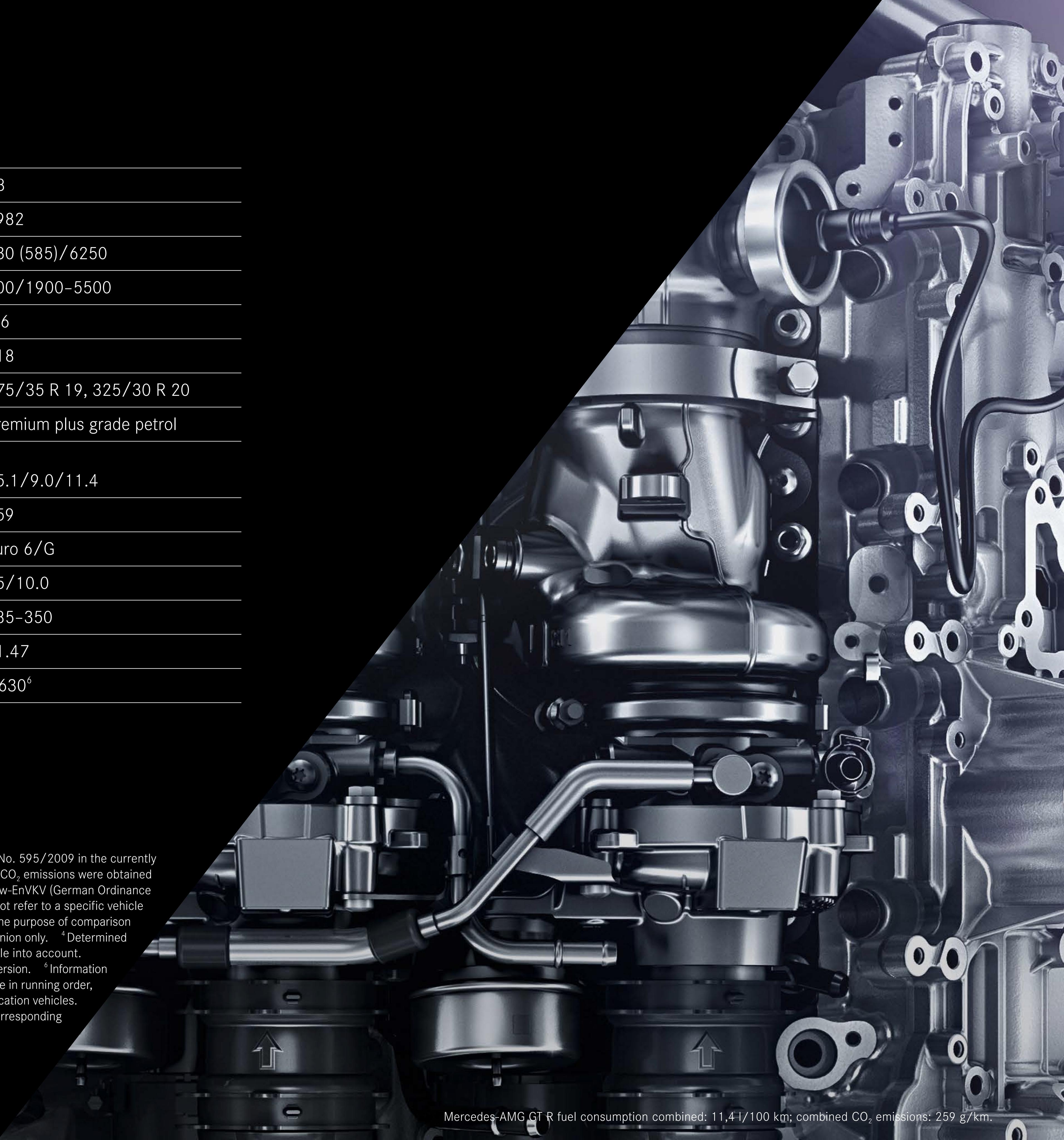
Technical data.

Arrangement/number of cylinders	V8
Total displacement in cc	3982
Rated output ¹ in kW (hp) at rpm	430 (585)/6250
Rated torque ¹ in Nm at rpm	700/1900-5500
Acceleration from 0 to 100 km/h (s)	3.6
Top speed in km/h	318
Tyre size – front, rear	275/35 R 19, 325/30 R 20
Fuel	Premium plus grade petrol
Fuel consumption ² in l/100 km urban/extra-urban/combined	15.1/9.0/11.4
CO ₂ emissions ² in g/km, combined	259
Emission class ³ /efficiency class ⁴	Euro 6/G
Tank capacity in l/incl. approx. reserve	65/10.0
Luggage compartment capacity in l ⁵	285-350
Turning circle diameter in m	11.47
Kerb weight in kg	1630 ⁶

¹ Details of rated power and rated torque in accordance with Directive (EC) No. 595/2009 in the currently applicable version. ² The figures shown for the fuel consumption and the CO₂ emissions were obtained in accordance with the prescribed measuring process (§2 Nos. 5, 6, 6a Pkw-EnVKV (German Ordinance on Fuel Efficiency Labelling) as amended. The information provided does not refer to a specific vehicle and does not constitute part of the product offer, but is provided solely for the purpose of comparison between different vehicle models. ³ Data applicable within the European Union only. ⁴ Determined on the basis of the measured CO₂ emissions, taking the mass of the vehicle into account.

⁵ Information according to Directive 2007/46/EC in the currently applicable version. ⁶ Information according to Directive 92/21/EC in the currently applicable version (vehicle in running order, fuel tank 90% full, with driver, 68 kg, and luggage, 7 kg) for standard-specification vehicles.

Optional extras and accessories will generally increase this figure, with a corresponding reduction in payload. www.mercedes-benz.com





Handcrafted by Racers.

From the Mercedes-AMG GT3 to the Mercedes-AMG GT Roadster. United by their links to motor racing, their sound and their unmistakable styling. The Mercedes-AMG GT family is the spearhead of our portfolio. Technology and engineering expertise direct from the race track. Handcrafted by Racers.

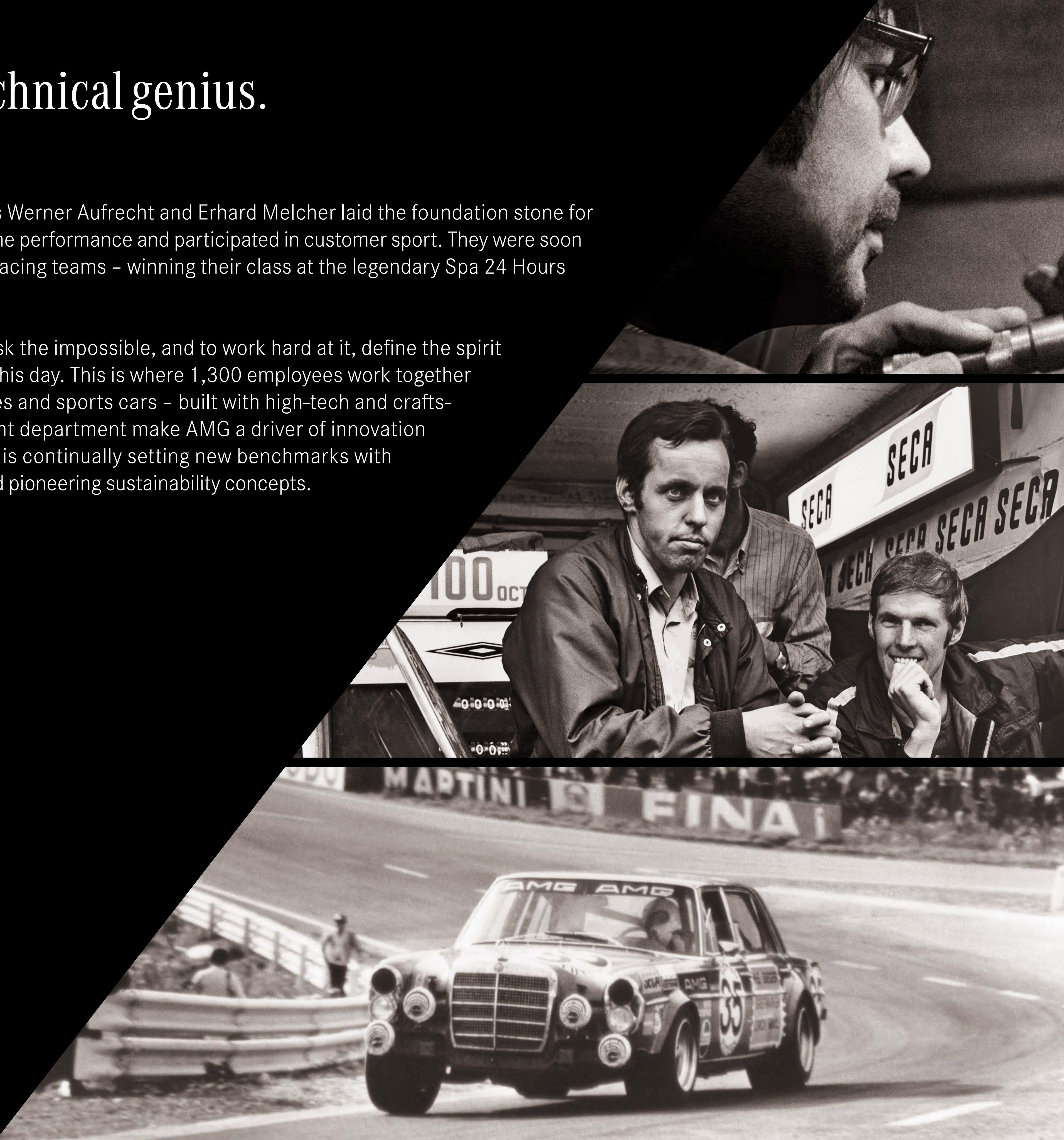
Discover the fascinating world of AMG at mercedes-amg.com

Mercedes-AMG GT R fuel consumption combined: 11,4 l/100 km; combined CO₂ emissions: 259 g/km. Mercedes-AMG GT S fuel consumption combined: 9,6–9,4 l/100 km; combined CO₂ emissions: 224–219 g/km. Mercedes-AMG GT C Roadster fuel consumption combined: 11,4 l/100 km; combined CO₂ emissions: 59 g/km.

Supremacy needs technical genius. And a home.

With the conviction that they can win, Hans Werner Aufrecht and Erhard Melcher laid the foundation stone for AMG in 1967. Together, they optimized engine performance and participated in customer sport. They were soon competing against strong and established racing teams – winning their class at the legendary Spa 24 Hours in 1971 with the AMG 300 SEL 6.8.

Their courage and their determination to risk the impossible, and to work hard at it, define the spirit of our Affalterbach development facility to this day. This is where 1,300 employees work together to develop fascinating performance vehicles and sports cars – built with high-tech and craftsmanship. 700 engineers in the development department make AMG a driver of innovation within the sector. Our development center is continually setting new benchmarks with state-of-the-art production management and pioneering sustainability concepts.



We don't just build cars. We make dreams come true.

Passion grows if you share it. The AMG Private Lounge is our community for the world of AMG. This is where AMG customers meet at first-class events and use the online platform to discuss the latest developments from Affalterbach. They also benefit from special offers and the direct link to the AMG headquarters:

www.mercedes-amg.com/privatelounge/welcome

The AMG Driving Academy possesses an unparalleled team spirit. Experience performance with like-minded individuals and improve your driving skills at race track and lifestyle events held at breathtaking locations around the world: www.mercedes-amg.com/driving-academy

Want even more? Mercedes-AMG Motorsport offers the ideal platform for professional motorsport with the Customer Racing Program – and with the Mercedes-AMG GT3 race car developed specifically for the purpose. A fully integrated service package delivers top-level racing:

www.mercedes-amg.com/customerracing

At the AMG Performance Studio, we build automobiles tailor-made to your wishes. The creativity of our experts knows no bounds – from special technical components, through extravagant paint finishes to exclusive interior appointments, this is where one-offs are fashioned, to the very highest standards of handmade craftsmanship.

Enter the world of AMG.
Experience Driving Performance.



Further information on official fuel consumption and the official specific CO₂ emissions of new passenger cars can be obtained from the manual on fuel consumption and CO₂ emissions of new passenger cars, which is available free of charge at any dealership or from Deutsche Automobil Treuhand GmbH at www.dat.de

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Take-back of end-of-life vehicles. At the end of its long life, you can return your passenger car to us for environment-friendly disposal in accordance with the European Union (EU) End-Of-Life Vehicle Directive. But that day is a long way off.

A network of vehicle take-back depots and dismantlers has been established to make it as easy as possible for you to return your vehicle. You can leave it at any of these points free of charge. In so doing, you will be making a valuable contribution towards completing the recycling loop and preserving resources.

For further information about the recycling and disposal of end-of-life vehicles and take-back conditions, please visit your national Mercedes-Benz website.