

Mercedes-AMG GT and GT Roadster



Mercedes-AMG GT C Roadster fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km.
Mercedes-AMG GT C Edition 50 fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km.

Born out of motorsport.

Hans Werner Aufrecht and Erhard Melcher laid the foundations for AMG in 1967, their minds set on racing success. They worked together to optimise engine performance and became actively involved in customer sport, where they were very soon competing against strong, established racing teams. In 1971 they duly won the legendary Spa 24-hour race, with the AMG 300 SEL 6.8 prevailing in its class. The courage and determination that drove the company's founders to venture the impossible and to work hard to achieve their aims are qualities that continue to characterise the spirit of AMG to this day.



The “Driving Performance” philosophy. The DNA of champions.

Our ambition is to fulfil the dreams of performance enthusiasts. Our ideal is to surpass them. To do so means being prepared to go another step further. To engineer fascinating sports cars and performance vehicles that challenge the limits of physics. Proof of this drive to achieve absolute top performance is provided by many sporting successes in Formula 1, the DTM, and with the Mercedes-AMG GT3 in the 24-hour race on the Nürburgring. To take any car and to turn thrilling driving experiences into truly memorable AMG moments: that is the art of Driving Performance. Designed to give everything and extract even more – from every metre, every moment.





Handcrafted by Racers.

From the Mercedes-AMG GT3 racer to the Mercedes-AMG GT Roadster: the vehicles in the Mercedes-AMG GT family all share a common origin in motorsport. Their unmistakable sound, once heard, is never forgotten. Their unique design, once seen, is remembered for ever. Comprising the Mercedes-AMG GT, Mercedes-AMG GT S, Mercedes-AMG GT C Edition 50 and Mercedes-AMG GT R as well as the open variants Mercedes-AMG GT Roadster and Mercedes-AMG GT C Roadster, the Mercedes-AMG GT family is the spearhead of our portfolio. Developed and built by motorsport enthusiasts, they carry the genes that define them as extraordinary sports cars: technology and engineering expertise direct from the race track. In other words, "Handcrafted by Racers".

Mercedes-AMG GT fuel consumption combined: 9.6–9.3 l/100 km; CO₂ emissions combined: 224–216 g/km. Mercedes-AMG GT Roadster fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT S fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT C Edition 50 fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT C Roadster fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT R fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km.



Unadulterated. Sports car performance. The Mercedes-AMG GT and Mercedes-AMG GT S.

Long bonnet, cockpit positioned well back, powerful rear end. The proportions of a sports car that is already an icon: the Mercedes-AMG GT S. A drivetrain with a 4.0-litre biturbo engine at its heart and configured uncompromisingly for dynamic driving unleashes the car's tremendous thrust. Thanks to a wide selection of dynamic driving modes and numerous intelligent assistance systems, this thoroughbred sports car is not only able to adapt to your temperament, but also to your daily life.



Performance. Taken to the limits.

It was built to engender pure sports car feeling: the Mercedes-AMG GT S. Thanks to its AMG RIDE CONTROL sports suspension, adjustable in three stages, it combines extreme agility with outstanding refinement. The ideal weight distribution of 47 to 53 percent between front and rear axle is achieved, amongst other things, by the fact that the front mid-engine is linked in a transaxle configuration with the dual clutch transmission at the rear. This, in conjunction with the vehicle's low centre of gravity, explains why the two-seater sits so solidly on the road, even at high cornering speeds. The driving dynamics are improved even further with the optional AMG DYNAMIC PLUS package and active rear-axle steering.



Accelerates. In record time.

A quick press of the starter button and straight away the pulse picks up speed. The 4.0-litre V8 biturbo engine with dry sump lubrication awakes. Put your foot briefly on the accelerator pedal and hear the powerful bass tones of the selectable AMG Performance exhaust system. The sound climaxes as the high-performance unit deploys its peak output of 384 kW (522 hp) to accelerate the Mercedes-AMG GT S from 0 to 100 km/h in just 3.8 seconds.



Design. At its most perfect.

Pure dynamism, pure emotion: qualities that characterise the look of the Mercedes-AMG GT S. The harmonious interplay of pronounced contours and powerful lines defines its visionary design. The special AMG solarbeam paintwork further accentuates the car's exterior look. The long front section accommodates the 4.0-litre V8 biturbo engine, which is supplied with the air it needs via large cooling air intakes. The set-back position of the cockpit, the muscular shoulders and the rounded rear end in classic fastback design demonstrate in impressive style what a Mercedes-AMG sports car stands for: spectacular performance.



Taking things to the next level of performance. The new Mercedes-AMG GT C Edition 50.

The new Mercedes-AMG GT C – initially available as the Edition 50 – does not only offer an impressive way of experiencing hallmark AMG performance. Its arrival in the Mercedes-AMG GT stable is a logical way for us to mark the 50th anniversary of AMG. The available paint finishes of designo graphite grey magno or designo cashmere white emphasise the vehicle's exclusive look. A front splitter in black chrome in the distinctive front end together with fins in the wings, also in black chrome, add visual highlights. Aerodynamic performance is further improved by the new design of the front apron, so helping to hold that stunning output of up to 410 kW (557 hp) on the road. The new aluminium side walls are a particularly striking feature of the modified rear end and make the two-seater a full 57 millimetres wider than the Mercedes-AMG GT, so creating space for larger wheels and a wider track. These two together improve traction and allow higher cornering speeds.



Turning corners into straights.

Anyone wishing to exploit their full potential on the road or on the track needs above all one thing: traction. Which is why the new Mercedes-AMG GT C Edition 50 features an electronically controlled rear axle locking differential. The variable locking effect is optimally configured for a range of operating conditions, so elevating the physical handling limits to a new level. Further agility still is provided by the active rear-wheel steering system. Up to a speed of 100 km/h, the rear wheels are turned in the opposite direction to the front wheels, so ensuring that the vehicle handles more dynamically than ever when driving into or out of corners. Once the speed exceeds 100 km/h, the system turns the rear wheels in the same direction as the front wheels, with improved handling stability the outcome.



Extending the physical limits.

A pure-bred sports car is not defined purely by the output of its engine, but by the accumulated effect of all its technical features. The ultimate in dynamic handling is ensured by the optional AMG DYNAMIC PLUS package. In addition to dynamic engine and transmission mounts, this features an even more firmly tuned AMG RIDE CONTROL sports suspension. AMG DYNAMIC SELECT offers three pre-set transmission modes as well as one individually programmable mode: "Comfort" (C), "Sport" (S), "Sport Plus" (S+) and "Individual" (I). The exclusive additional mode, "RACE", pushes the new Mercedes-AMG GT C Edition 50 into sports-car realms in terms of responsiveness, engine speed and shift times. But with the aid of the AMG Performance steering wheel in DINAMICA microfibre, you can be sure of keeping the vehicle firmly under control at all times.

Developed on the race track. Built for the road. The new Mercedes-AMG GT R.



For decades now we have been measuring ourselves against the very best in motorsport. With every race, we acquire valuable expertise. So now we have condensed all our know-how into one vehicle: the new Mercedes-AMG GT R. Everything about this vehicle is true to the philosophy that "Design follows function". Just for starters, the new jet-wing design of the front apron with its voluminous air intakes and front splitter in high-gloss black, together with the dynamically contoured side sill panels with high-gloss black inserts, emphasise the impression of width and make the vehicle seem to sit more solidly on the road. Broad wings, the large rear aerofoil with stepless manual adjustment of its single blade and the rear apron with double diffuser underpin this impression, while also improving the aerodynamics of this racing car with road-going credentials. A special feat of engineering: the all-new active aerodynamics profile. An exceptionally lightweight carbon-fibre element in the underbody modifies the airflow in such a way that the vehicle is more or less "sucked" down towards the surface of the road, so improving driving stability still further.



Superb through corners. Superlative on the straight.

The new Mercedes-AMG GT R was designed to take the racing line, which is where its stunning output of 430 kW (585 hp) comes ruthlessly to the fore. The determining factor in this performance is the reduction in its weight by comparison with the Mercedes-AMG GT S, achieved courtesy of an intelligent mix of materials. Along with the aluminium and magnesium alloys used for the manufacture of the bodyshell, the car is built using carbon fibre, the ultra-lightweight and very strong material used in motorsport. For example for the front wings, the roof and the underbody. The AMG sports bucket seats likewise play their part in reducing weight, while also increasing lateral support for the driver. AMG TRACTION CONTROL is a system that stems directly from the world of motorsport. In the interests of optimum traction, this system allows individual adjustment of the slip on the driven rear axle. Also optionally available for motor racing enthusiasts: the AMG ceramic high-performance compound braking system and the AMG Track Package, including roll-over protection system, the provision of 4-point seat belts and a larger-capacity fire extinguisher. And finally, when the impressive roar of the selectable AMG Performance exhaust system is heard, no one is left in any doubt as to who rules the race track.

Intensity. The sky's the limit.
The new Mercedes-AMG GT Roadster.



The wind in your face. The eardrums pounding with joy. And the pulse racing with happiness. The new Mercedes-AMG GT Roadster represents pure driving enjoyment. For all the senses. Its unfiltered power presses you down into the climate-controlled AMG Performance seats. At a push of a button, the two-mode AMG Performance exhaust system roars into life. And you soon leave everything in your wake.



The wind in your hair. A storm under the bonnet.

May the journey never end. That's what you'll be wishing, once you've taken your seat in the new Mercedes-AMG GT Roadster. The spontaneous response of the 4.0-litre V8 biturbo engine is impressive from the outset. With an output of 350 kW (476 hp) and torque of 630 Nm, this unit accelerates the two-seater from zero to 100 km/h in 4.0 seconds – and only reaches its top speed at 302 km/h. Such facts alone promise exclusive roadster feeling – which turns into pure, untrammelled joy when the roof is opened.



On the road but floating
above the clouds.

Every outing in the new Mercedes-AMG GT Roadster has the potential to become an intensive experience, nurtured by the symbiosis between hallmark AMG Driving Performance and the unique sensation of driving under an open sky. The high-quality design of the interior, too, adds to the feeling of perfection. From the AMG Performance steering wheel with its silver-coloured shift paddles to the AMG sports seats with their extremely firm hold.



Open to new perspectives.

Opens up in just 11 seconds – at speeds of up to 50 km/h. That's how quickly you can get that exclusive open-air feeling in the new Mercedes-AMG GT Roadster. The triple-layer fabric soft top is stretched over a magnesium, steel and aluminium frame and, thanks to its low weight, contributes significantly to the vehicle's low centre of gravity. The use of an aluminium cross-member to provide additional roll-over protection is further evidence of the fact that we really think of everything when we're designing our cars – but most of all of your safety.



Pure intensity. The new Mercedes-AMG GT C Roadster.

Showing the true meaning of maximum performance: a promise upon which the widened rear end of the Mercedes-AMG GT C Roadster delivers right from the outset. And that is further underpinned by the 4.0-litre V8 biturbo engine. With a peak performance of 410 kW (557 hp), 3.7 seconds is all it takes for the sprint from zero to 100 km/h. In addition, the active air control system AIRPANEL, a standard feature of all Mercedes-AMG GT models, improves the vehicle's dynamic handling by closing the vertical radiator fins to reduce wind resistance. If the need for cooling is particularly high, the fins will open to allow the maximum amount of cooling air to flow through to the heat exchangers.

Performance that holds you. And the racing line.

Barely here, but already an icon. The new Mercedes-AMG GT C Roadster is a breathtaking-looking vehicle. This impression is reinforced by the standard-specification AMG Performance exhaust system, which delivers an even sportier sound from the rear of the vehicle at the touch of a button. The standard-fit active rear-wheel steering is particularly responsive in its reactions. At speeds of over 100 km/h the rear wheels steer in the same direction as the front wheels, so improving handling stability, for example during fast cornering. Should the speed fall under 100 km/h, the rear wheels steer in the opposite direction to the front wheels, making the two-seater significantly more agile during cornering or spontaneous changes of direction.





Open air without end.

The roadster experience in a Mercedes-AMG can be great fun even when it's cold outside: thanks to AIRSCARF. This neck-level heating system, available as an option for the AMG sports seats and now, for the first time, for the AMG Performance seats as well, is integrated into the head restraint area. The temperature of the air emitted can be set to any one of three levels, so ensuring optimum comfort at all times.







(S)pacemaker.

The cockpit. This car has the AMG DNA. The dynamic centre console rises gently up to the dashboard with the four striking air vents. The rev counter registers every surge into a new power dimension with consummate precision. The AMG Performance seats offer perfect lateral support in every bend. Hands on the AMG Performance steering wheel, speeding the car along via the shift paddles – this is the true feel of the road. Tailor-made for feel-good vibes with extremely high-class workmanship, finest leather and carbon fibre. Hand-crafted character.

AMG. Up close.

Exquisite materials, elegant lines, exclusive colours: the interior of a sports car from Mercedes-AMG leaves nothing to be desired and no questions unanswered. Especially not the new appointments option of Exclusive STYLE nappa leather in macchiato beige, with which you can add a particularly elegant note to the interior. A firm fixture of the tailor-made interior of any vehicle in the Mercedes-AMG GT family is the AMG DRIVE UNIT. Its controls in a stylised V8 arrangement provide your direct link to the road. A simple nudge of the AMG E-SELECT lever allows you to shift easily between the settings R, N and D, while the AMG DYNAMIC SELECT Controller enables you to call up the pre-defined transmission modes “Comfort” (C), “Sport” (S), “Sport Plus” (S+) or “Individual” (I), plus the “RACE” mode in the case of the Mercedes-AMG GT S, the Mercedes-AMG GT C and the Mercedes-AMG GT R.

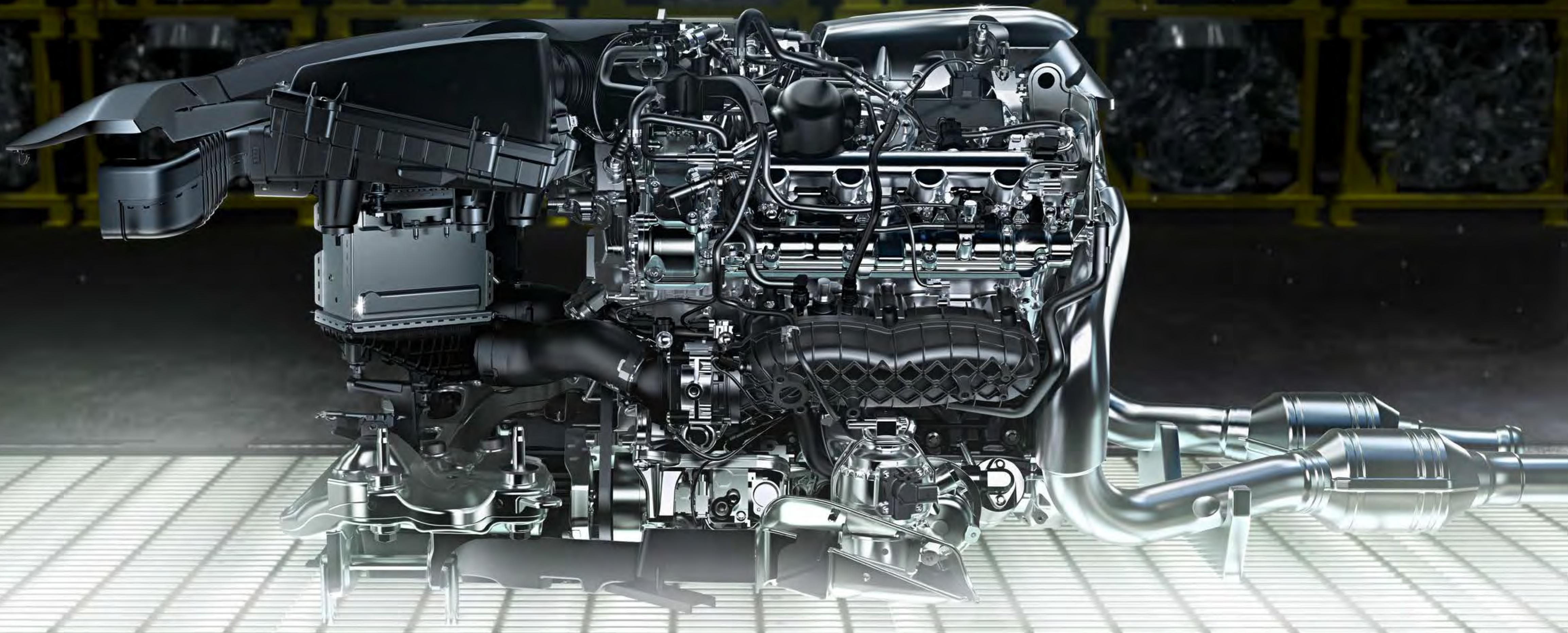


Mercedes-AMG GT fuel consumption combined: 9.6–9.3 l/100 km; CO₂ emissions combined: 224–216 g/km. Mercedes-AMG GT Roadster fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT S fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT C Edition 50 fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT C Roadster fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT R fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km.



According to the equipment package selected, these allow you to modify various parameters of your sports car in order to achieve the best possible performance in every driving situation. The AMG DRIVE UNIT furthermore includes a button with which to select between the three levels of the ESP®, another for the manual adjustment of the AMG RIDE CONTROL sports suspension, plus one each for the manual transmission mode and the selectable AMG Performance exhaust system.

Stellar performance.



Developed by motorsport enthusiasts: the extremely light and extraordinarily powerful high-tech units that make up the Mercedes-AMG GT engine family. Assembled by hand in Affalterbach according to the proven philosophy of “One Man – One Engine”, these 4.0-litre V8 biturbo engines can deliver peak performance of up to 430 kW (585 hp). In the new Mercedes-AMG GT R, for example, they can also deliver maximum torque of as much as 700 Nm in the speed range between 1900 and 5500 revs. The two turbochargers are not mounted on the outside of the cylinder banks but between them, in what is known as the “hot inside V”. This optimises the supply of fresh air and ensures perfect flow conditions through to the exhaust turbochargers, resulting in optimised response rates and reduced emissions. Meanwhile, the dry sump lubrication system ensures the supply of oil even under extreme lateral forces and means that the engine can be mounted lower within the body. This, too, serves just the one objective: to maximise your driving enjoyment.

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Primed for performance.

The lower a vehicle's centre of gravity, the better its performance. In sports cars from Mercedes-AMG this is achieved through the installation of a low-set front mid-engine in a transaxle configuration. The result is a beneficial weight distribution of 47 to 53 percent between front and rear axle. The Torque Tube, as it is called – made out of carbon fibre in the case of the Mercedes-AMG GT R – provides a flexurally and torsionally rigid connection between the engine and the transmission. At the same time an extremely light and torsion-resistant drive shaft made of carbon fibre rotates inside the tube. This transfers the output from 4.0-litre V8 biturbo engine to the Mercedes-AMG SPEEDSHIFT DCT 7-speed sports transmission, which has been redesigned for the new Mercedes-AMG GT R with a longer first and shorter seventh gear.



A further specific characteristic of the new Mercedes-AMG GT R is the use of uniball joints. These low-wear and close-fitting linking elements attached to the lower wishbones of the rear axle facilitate even more precise driving.

High-performance brakes.

All Mercedes-AMG sports cars are delivered ex factory with a high-performance brake system. With internally ventilated and perforated brake discs all round, this offers excellent deceleration performance and precisely metered braking. The brake callipers on the Mercedes-AMG GT are coloured silver. The brakes on the Mercedes-AMG GT S and Mercedes-AMG GT C, which are configured for the higher performance, feature red brake callipers, while those on the Mercedes-AMG GT R are yellow, or also available in red as an option.

Motorsport-standard braking is made possible by the AMG ceramic high-performance compound braking system. This ensures the shortest possible braking distance, a precise pressure point and very high fade resistance. As a further effect, the reduced rotating masses on the front axle provide for a more direct steering response, which significantly improves cornering capability. The brake callipers in this case are bronze in colour, and the system is available as an option for all vehicles in the Mercedes-AMG GT family.

Aluminium, magnesium, steel: these are the materials used to create breathtaking sports car performance. In designing the bodyshell, we opted to use an intelligent mix of materials that would help deliver outstanding lateral as well as longitudinal dynamics, as well as superb steering precision. The basis is an aluminium spaceframe, which is combined with a front end made out of magnesium. Despite this lightweight design, the whole architecture of the frame of a Mercedes-AMG sports car is characterised by outstanding flexural and torsional rigidity that enables it to withstand all the deforming forces arising from the enhanced driving dynamics. Use is also made here of carbon fibre, a very light and extremely strong material commonly used in motorsport. In the Mercedes-AMG GT R, for example, it is used as the material for the torque tube linking the engine and the transmission. The sports bucket seats that are also available for the Mercedes-AMG GT R, the optional AMG Performance forged wheels, the AMG Performance exhaust system with titanium silencer and tailpipe, and the optional AMG ceramic high-performance compound brake system are further essential lightweight construction measures that add up to make the vehicle the benchmark in its segment in terms of power-to-weight ratio.



Raceframe.

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Aerodynamics.

Even in its basic form, a sports car from Mercedes-AMG is designed to deliver optimum aerodynamic performance. This can be clearly seen here in the guise of the AMG Panamericana grille, which optimises the airflow at the front end of the vehicle. In order to improve the car's dynamic handling still further, the new Mercedes-AMG GT R also incorporates additional, active aerodynamic features. The underbody, for instance, incorporates an extremely light carbon-fibre element that automatically extends by about 40 millimetres at speeds of 80 km/h or more to change the airflow. The resulting Venturi effect "sucks" the car onto the road to ensure increased handling stability at high speeds.

Lower wind resistance, higher final velocity: this is the principle employed by the AIRPANEL. Closing the 14 vertical fins below the radiator grille improves the drag coefficient and helps to reduce lift. If there is an increased need to cool the engine, the fins open within about a second in order to allow the maximum flow of air to the heat exchangers. Further static components such as the "air curtains" on either side at the front, a double diffuser or the manually adjustable rear aerofoil likewise ensure that the Mercedes-AMG GT R always manages to achieve the best possible compromise between reduced wind resistance and enhanced handling stability.



AMG Aerodynamics package.

Does it get any sportier than this? For example with a larger front splitter in matt black, which gives way to the flics on the front wheel arches. Additional flics on the side air intakes of the front apron, together with side sill overlays in matt black, serve to emphasise the sense of forward momentum. The fixed rear aerofoil in high-gloss black provides the necessary downforce in any driving situation.

¹ Two Carbon Fibre packages are available for the Mercedes-AMG GT R:
AMG Exterior Carbon Fibre package I: front splitter fins on either side in the air
outlets in the wings; inserts in the side sills and a carbon-fibre diffuser in the rear apron.
AMG Exterior Carbon Fibre package II: exterior mirror housings and rear aerofoil in carbon fibre.



AMG Carbon-Fibre package.

Powerful highlights emphasise a powerful appearance. The front splitter, the fins in the wing, the exterior mirror housings and the one-piece diffuser in the rear bumper are all made of carbon fibre. In the case of the Mercedes-AMG GT R, the package also includes the side sill overlays and the distinctive rear aerofoil in carbon fibre. In brief: pure dynamism¹.

¹ Only available for the Mercedes-AMG GT and Mercedes-AMG GT S.
² In the AMG GT C Roadster the inserts in the side skirts are in polished chrome or high-gloss black, depending on the package chosen.



AMG Exterior Chrome package.

The cool, deeply transparent look of the chrome coating highlights selected elements to best advantage, for example the front splitter, the fins in the side air intakes, the fins in the wings and the roofline trim strip¹ in silver aluminium that outlines the upper edge of the side windows. The exclusive look is rounded off by the chrome-plated trim strip in the diffuser².

¹ In the AMG GT C Roadster the inserts in the side skirts are in polished chrome or high-gloss black depending on the package chosen.

² Tinted glass not available for the Mercedes-AMG GT Roadster and GT C Roadster.

AMG Exterior Night package.



Make a statement. With elements in high-gloss black: from the front splitter, fins in the side air intakes and fins in the wings through to the exterior mirror housings and the trim strip in the diffuser on the rear apron. Two black tailpipes add a powerful finishing touch. The triangular side windows and the rear window feature heat-insulating dark-tinted glass^{1,2}.

Wheels.

Whichever set you choose: AMG light-alloy wheels and AMG forged wheels do not only provide grip and outstanding dynamic handling, but also make you the focus of attention.



RXP | AMG 5-twin spoke light-alloy wheels, painted matt black with a high-sheen finish, with 265/35 R 19 front and 305/30 R 20 rear tyres. Available exclusively for the Mercedes-AMG GT C Roadster.

RXO | AMG 5-twin spoke light-alloy wheels, painted titanium grey with a high-sheen finish, with 265/35 R 19 front and 305/30 R 20 rear tyres. Available exclusively for the Mercedes-AMG GT C Roadster.

658 | AMG cross-spoke forged wheels, painted titanium grey and polished, including fully integrated wheel bolt cover, with 265/35 R 19 front and 295/30 R 20 rear tyres. For the Mercedes-AMG GT C Roadster: 305/30 R 20 rear tyres.

659 | AMG cross-spoke forged wheels, painted matt black and with a high-sheen rim flange, including fully integrated wheel bolt cover, with 265/35 R 19 front and 295/30 R 20 rear tyres. For the Mercedes-AMG GT C Roadster: 305/30 R 20 rear tyres.

793 | AMG 5-twin-spoke light-alloy wheels, painted vanadium silver, with 255/35 R 19 front and 295/35 R 19 rear tyres.

765 | AMG 5-spoke light-alloy wheels, painted titanium grey with a high-sheen finish, with 265/35 R 19 front and 295/30 R 20 rear tyres.

663 | AMG 5-spoke light-alloy wheels, painted matt black and with a high-sheen rim flange, with 265/35 R 19 front and 295/30 R 20 rear tyres.

657 | AMG 10-spoke light-alloy wheels, painted titanium grey with a high-sheen finish, with 265/35 R 19 front and 295/30 R 20 rear tyres.

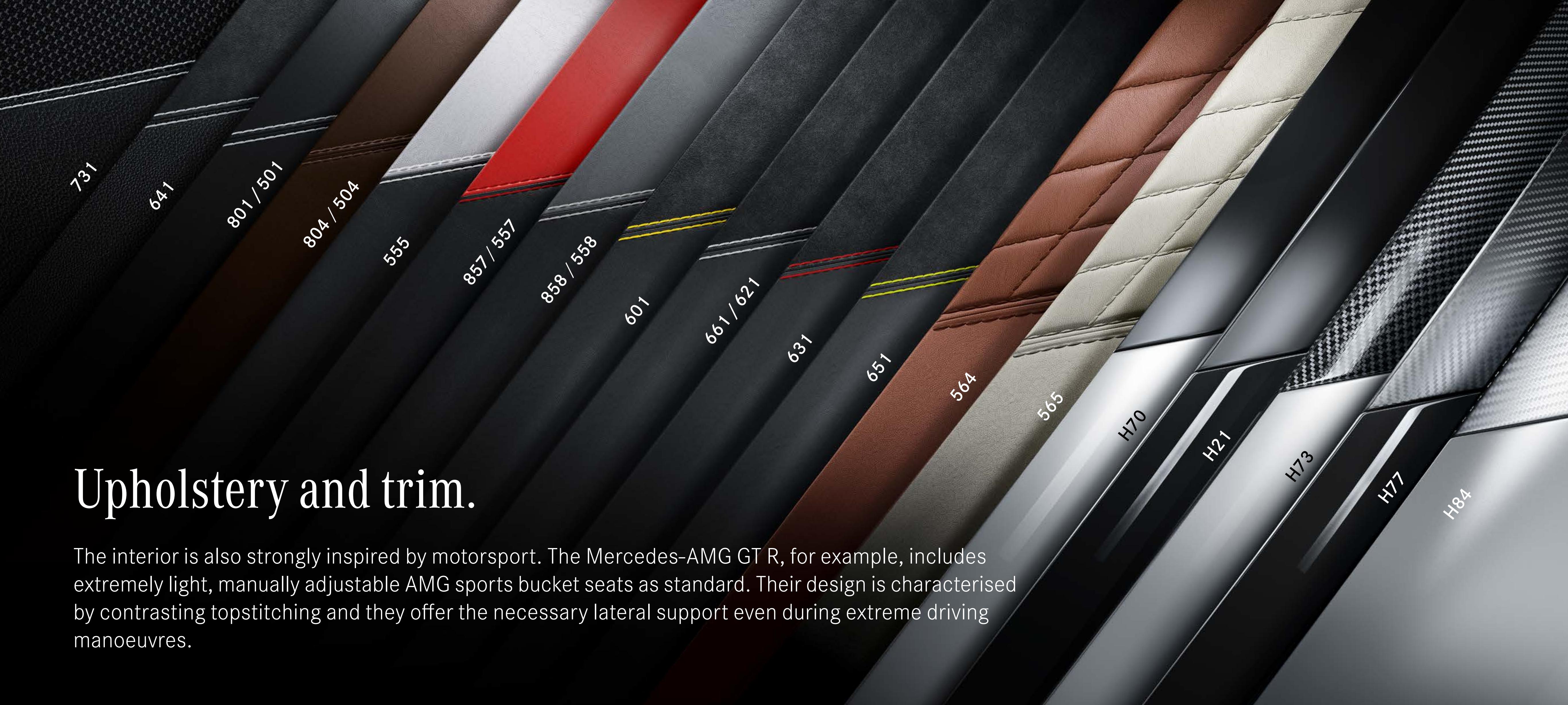
662 | AMG 10-spoke light-alloy wheels, painted vanadium silver, with 255/35 R 19 front and 295/35 R 19 rear tyres.

699 | AMG 10-spoke light-alloy wheels, painted titanium grey, with 265/35 R 19 front and 295/30 R 20 rear tyres.

RXA | AMG 10-spoke forged wheels, painted titanium grey and polished, with 275/35 R 19 front and 325/30 R 20 rear tyres. Available exclusively for the Mercedes-AMG GT R.

RXB | AMG 10-spoke forged wheels, painted matt black and with a high-sheen rim flange, with 275/35 R 19 front and 325/30 R 20 rear tyres. Available exclusively for the Mercedes-AMG GT R.

RXC | AMG Performance 5-twin-spoke forged wheels, painted matt black and with a high-sheen rim flange, with 275/35 R 19 front and 325/30 R 20 rear tyres. Available exclusively for the Mercedes-AMG GT R.



Upholstery and trim.

The interior is also strongly inspired by motorsport. The Mercedes-AMG GT R, for example, includes extremely light, manually adjustable AMG sports bucket seats as standard. Their design is characterised by contrasting topstitching and they offer the necessary lateral support even during extreme driving manoeuvres.

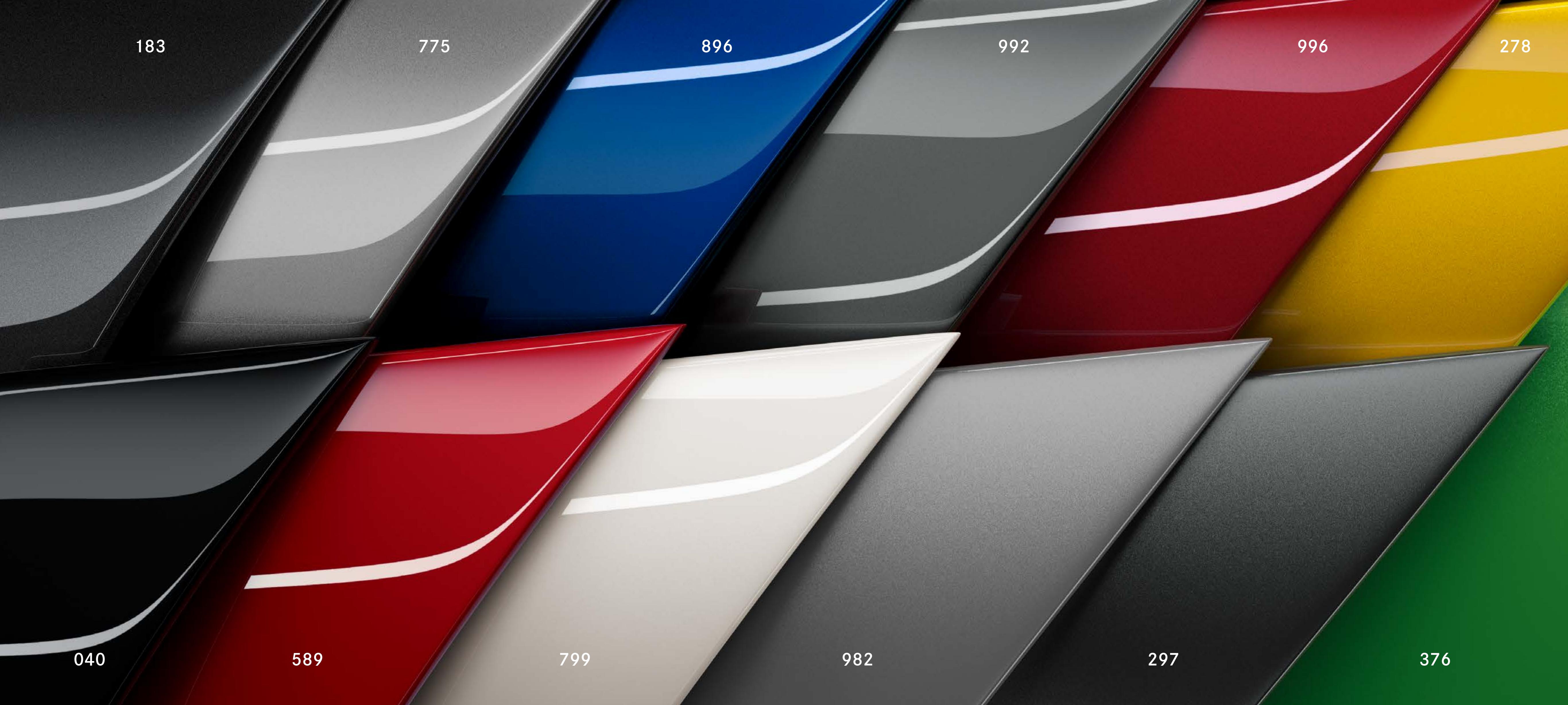
- 731** ARTICO/fabric in black¹
- 641** ARTICO/DINAMICA in black²
- 801** Nappa leather in black⁴
- 501** Exclusive nappa leather in black
- 804** Nappa leather in marron
- 504** Exclusive nappa leather in marron
- 555** Exclusive nappa leather in white/black
- 857** Nappa leather in red pepper/black
- 557** Exclusive nappa leather in red pepper/black
- 858** Nappa leather in silver pearl/black
- 558** Exclusive nappa leather in silver pearl/black

- 601** Exclusive nappa leather/DINAMICA in black with yellow contrasting topstitching
- 661** Nappa leather/DINAMICA in black with grey contrasting topstitching³
- 621** Exclusive nappa leather/DINAMICA in black with grey contrasting topstitching
- 631** Exclusive nappa leather/DINAMICA in black with red contrasting topstitching
- 651** Exclusive nappa leather/DINAMICA in black with yellow contrasting topstitching

- 564** Exclusive nappa STYLE leather in saddle brown with diamond-pattern quilting
- 565** Exclusive nappa STYLE leather in macchiato beige with diamond-pattern quilting
- H70** AMG Interior Silver Chrome package^{1, 2, 4}
- H21** AMG Interior Piano Lacquer package³
- H73** AMG carbon fibre
- H77** AMG matt carbon fibre
- H84** AMG matt silver glass fibre

¹ Standard equipment for the Mercedes-AMG GT and Mercedes-AMG GT Roadster. ² Standard equipment for the Mercedes-AMG GT S.

³ Standard equipment for the Mercedes-AMG GT R. ⁴ Standard equipment for the Mercedes-AMG GT C Roadster.



Paintwork.

Every Mercedes-AMG has its own highlights. In terms of colour, too. As well as the “AMG green hell magno” paintwork that was exclusively developed for the Mercedes-AMG GT R and is only available for this vehicle, there is a choice of eleven further colours.

183	magnetite black	040	black
775	iridium silver	589	jupiter red
896	brilliant blue	799	designo diamond white bright
992	selenite grey	982	designo iridium silver magno
996	designo hyacinth red metallic	297	designo selenite grey magno
278	AMG solarbeam	376	AMG green hell magno



Roofs.

The choice of roofs in the Mercedes-AMG GT family is as exclusive as the cars themselves. For the Roadster models there are three variants for the soft-top: red, beige or black. The panoramic roof is available as an option for the Mercedes-AMG GT and the Mercedes-AMG GT S, but comes as standard with the Mercedes-AMG GT C Edition 50. The carbon-fibre roof is available as standard with the Mercedes-AMG GT R only.

- 397** Carbon-fibre roof
- 747** Soft-top colour red
- 416** Panoramic roof
- 743** Soft-top colour beige
- 740** Soft-top colour black



Standard equipment.

Selection.

- 1 The right operating temperature at all times. With two climate zones and three climate styles, THERMOTRONIC automatic climate control ensures an individual atmosphere in the cockpit. The temperature can be controlled separately for driver and front passenger.
- 2 Active Brake Assist is a feature that the driver a visual warning if the distance to the vehicle in front is too small. An acoustic warning sounds when a danger of collision is identified. The system is also able to support the driver's braking action, or to reduce the speed by means of autonomous braking intervention, should the driver fail to respond to the warning.
- 3 Fun at the wheel at the touch of a button: simply activate the button for the KEYLESS-GO starting function to experience High Performance in its purest form.
- 4 The AMG sports seats with ARTICO man-made leather/fabric upholstery in black feature more pronounced side bolsters for optimum lateral support. Integrated head restraints plus "AMG" badges in the seat backrests add a further sportily exclusive touch.
- 5 Hands firmly on the reins. Or rather on a 3-spoke AMG Performance steering wheel in black nappa leather with silver chrome bezel and silver-coloured aluminium shift paddles.
- 6 Your shoes, too, deserve perfect grip: AMG floor mats.
- 7 See and be seen better. In addition to their distinctive visual appeal, the LED High Performance headlamps offer a broad distribution of light, a daylight-simulating colour temperature and a low energy consumption level.



Optional extras.

Selection.

1 Bring on the bends. The AMG sports seats with upholstery in silver pearl/black nappa leather not only look very sporty, they offer ideal lateral support, too.

2 Blind Spot Assist forms part of the Lane Tracking package. When a vehicle is detected in the blind spot, a red triangle lights up in the exterior mirror. If the driver overlooks this warning and operates the direction indicators, an acoustic warning is additionally sounded.

3 Quick on the road, more quickly in touch. With the COMAND Online multimedia system the driver has everything in sight – from navigation to internet. Information is shown on a 21.3 cm high-resolution colour display.

4 Getting on track. The AMG door sill panels in carbon fibre conjure up a race-track atmosphere as soon as the doors are opened.

5 Top-class on the audio front, too. The Burmester® high-end surround sound system – only available in conjunction with COMAND Online – offers unrivalled sound quality

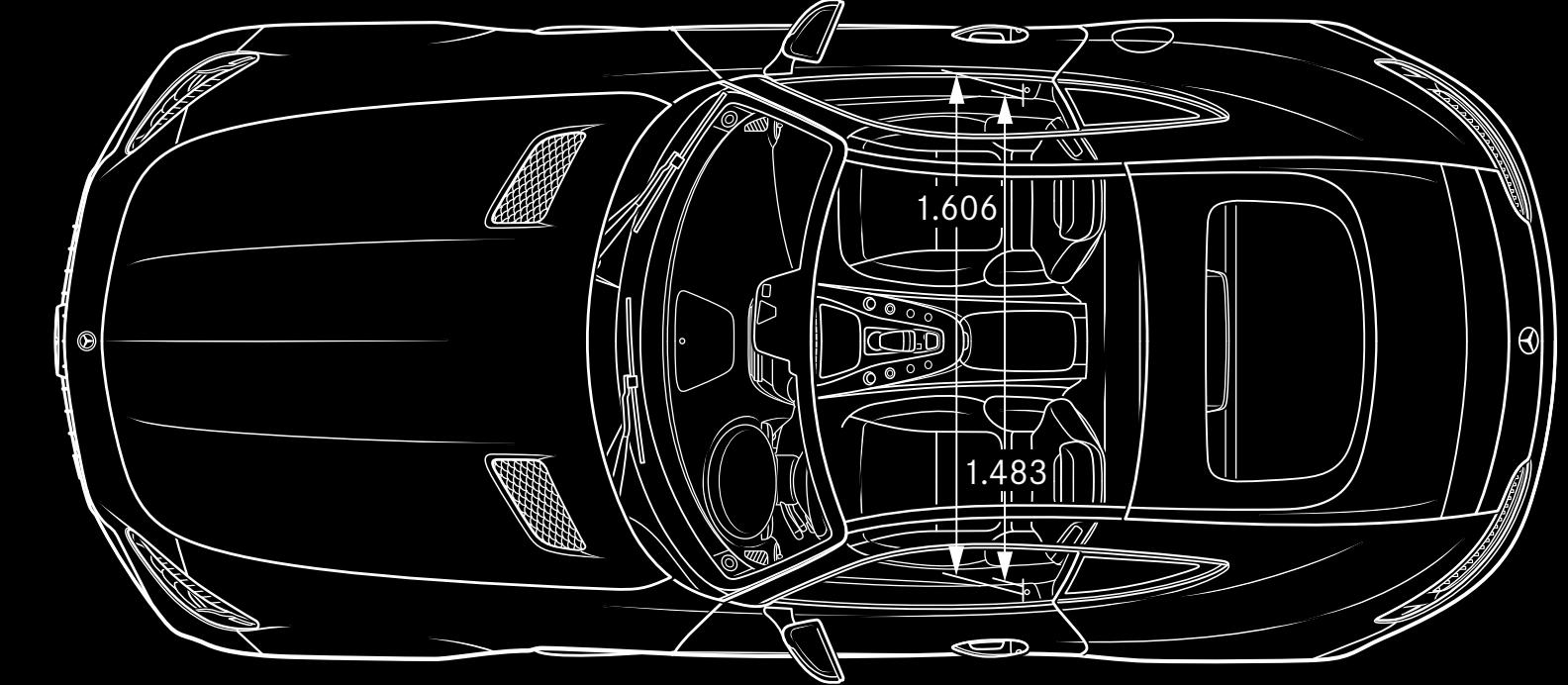
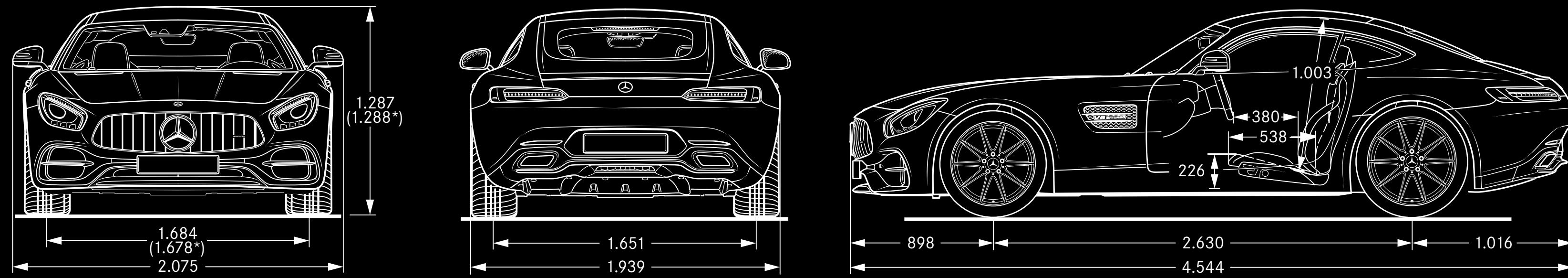
with ten high-performance speakers, a 11-channel DSP amplifier with a total output of 1000 W and precisely coordinated electronic and acoustic elements.

6 AIRSCARF. The neck-level heating system for driver and front passenger makes open-top motoring a pleasure, even when the outside temperature is low. The system acts rather like a scarf, wrapping the warm air emanating from the adjustable air outlets in the head restraints around the head and neck area.

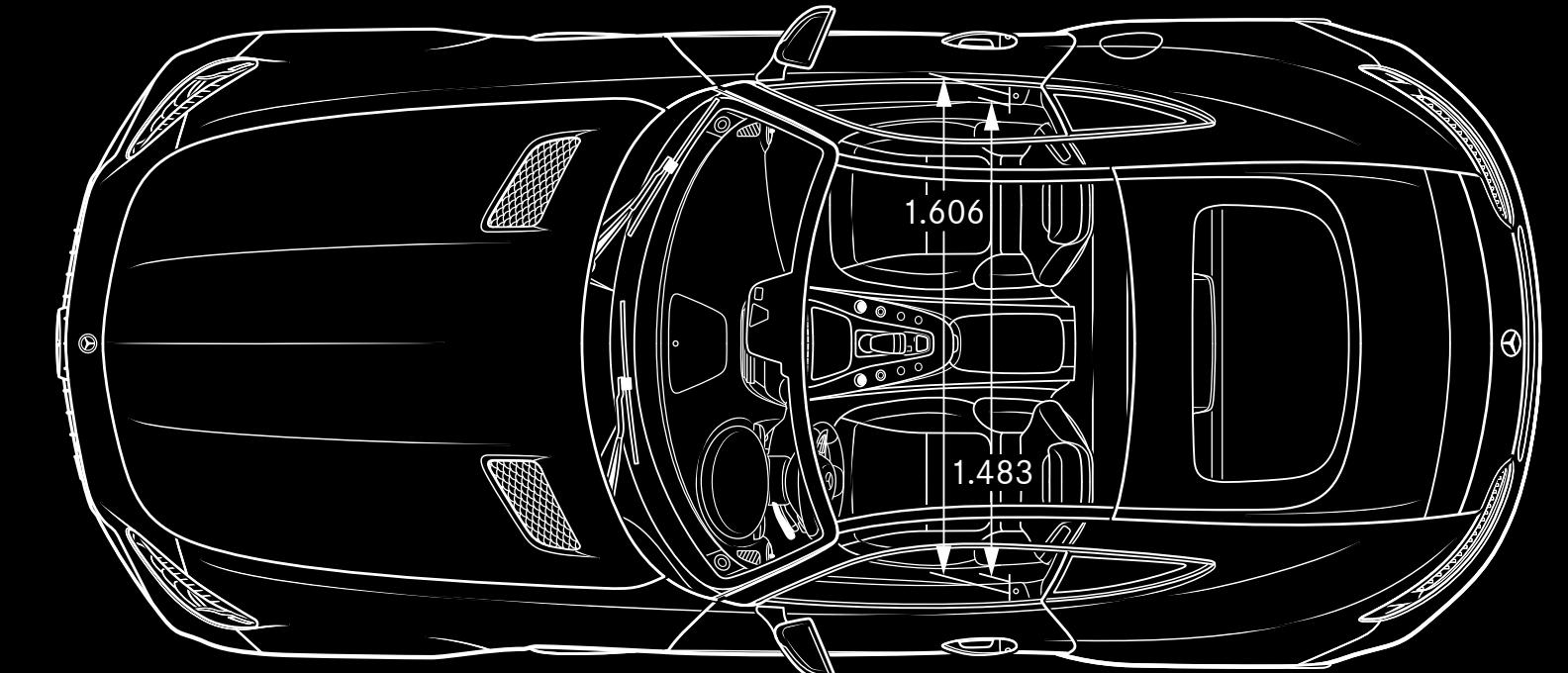
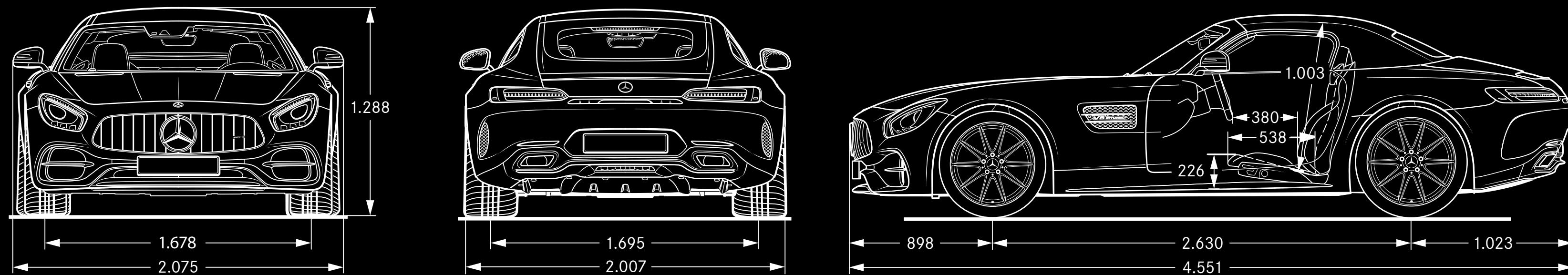
Dimensions.

Whichever vehicle you choose, it will always have the ideal dimensions of a sports car.

Mercedes-AMG GT (S)



Mercedes-AMG GT C Edition 50



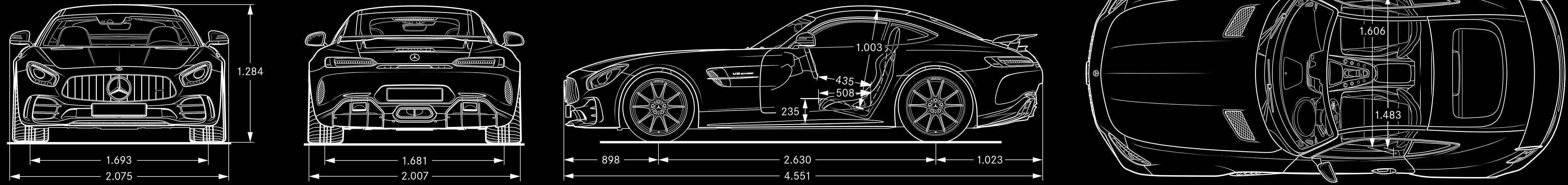
All dimensions in millimetres. The dimensions shown are mean values and apply to standard-specification, unladen vehicles.

* Figures for the Mercedes-AMG GT S.

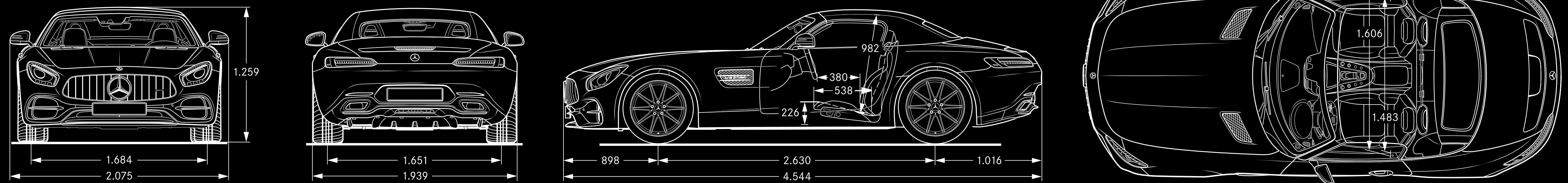
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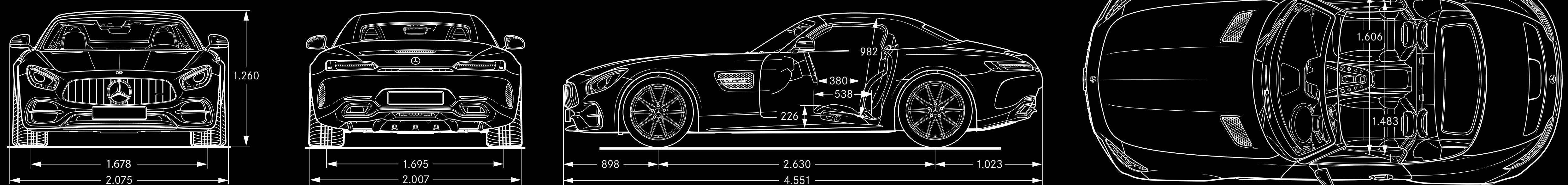
Mercedes-AMG GT R



Mercedes-AMG GT Roadster



Mercedes-AMG GT C Roadster



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

Mercedes-AMG GT fuel consumption combined: 9.6–9.3 l/100 km; CO₂ emissions combined: 224–216 g/km. Mercedes-AMG GT Roadster fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT S fuel consumption combined: 9.6–9.4 l/100 km; CO₂ emissions combined: 224–219 g/km. Mercedes-AMG GT C Edition 50 fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT C Roadster fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km. Mercedes-AMG GT R fuel consumption combined: 11.4 l/100 km; CO₂ emissions combined: 259 g/km.

Technical data.

	Mercedes-AMG GT	Mercedes-AMG GT S	Mercedes-AMG GT C Edition 50	Mercedes-AMG GT R
Arrangement/number of cylinders	V/8	V/8	V/8	V/8
Displacement (cc)	3982	3982	3982	3982
Rated output ¹ (kW (hp) at rpm)	350 (476)/6000	384 (522)/6250	410 (557)/5750-6750	430 (585)/6250
Rated torque ¹ (Nm at rpm)	630/1700-5000	670/1800-5000	680/1900-5500	700/1900-5500
Acceleration 0 to 100 km/h (s)	4.0	3.8	3.7	3.6
Top speed (km/h)	304	310	317	318
Tyres/wheels, front, rear	255/35 R 19, 295/35 R 19	265/35 R 19, 295/30 R 20	265/35 R 19, 305/30 R 20	275/35 R 19, 325/30 R 20
Fuel	Super-Plus-Benzin	Super-Plus-Benzin	Super-Plus-Benzin	Super-Plus-Benzin
Fuel consumption ² (l/100 km) urban/extra-urban/combined	12.5-12.2/7.9-7.6/9.6-9.3	12.5-12.2/7.9-7.8/9.6-9.4	15.1/9.0/11.4	15.1/9.0/11.4
CO ₂ emissions ² combined (g/km)	224-216	224-219	259	259
Emission class ³ /efficiency class ⁴	Euro 6/G	Euro 6/G	Euro 6/G	Euro 6/G
Tank capacity (optional), of which reserve (l)	65 (75)/10.0	65 (75)/10.0	65 (75)/10.0	65 (75)/10.0
Boot capacity (VDA) (l) ⁵	285-350	285-350	285-350	285-350
Turning circle (m)	11.50	11.50	11.47	11.47
Kerb weight (kg) ⁶	1615	1645	1700	1630

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. Figures will vary according to the wheels/tyres fitted. 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

Climb aboard one of the vehicles in the Mercedes-AMG GT family to experience exciting sports-car performance.

	Mercedes-AMG GT Roadster	Mercedes-AMG GT C Roadster
Arrangement/number of cylinders	V/8	V/8
Displacement (cc)	3982	3982
Rated output ¹ (kW (hp) at rpm)	350 (476)/6000	410 (557)/5750-6750
Rated torque ¹ (Nm at rpm)	630/1700-5000	680/1900-5500
Acceleration 0 to 100 km/h (s)	4.0	3.7
Top speed (km/h)	302	316
Tyres/wheels, front, rear	255/35 R 19, 295/35 R 19	265/35 R 19, 305/30 R 20
Fuel	Super-Plus-Benzin	Super-Plus-Benzin
Fuel consumption ² (l/100 km) urban/extra-urban/combined	12.5-12.2/7.9-7.8/9.6-9.4	15.1/9.0/11.4
CO ₂ emissions ² combined (g/km)	224-219	259
Emission class ³ /efficiency class ⁴	Euro 6/G	Euro 6/G
Tank capacity (optional), of which reserve (l)	65 (75)/10.0	65 (75)/10.0
Boot capacity (VDA) (l) ⁵	165	165
Turning circle (m)	11.50	11.47
Kerb weight (kg) ⁶	1670	1735

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. Figures will vary according to the wheels/tyres fitted. 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

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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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.