



Press Information

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High-tech SUV with sports car DNA: The new Mercedes-AMG GT SUV

- “Born in Affalterbach”: the first in-house-developed full-size SUV is the second vehicle based on the AMG.EA high-performance architecture
- Unique drivetrain technology: three axial flux motors and a Formula 1-based 800-volt battery with directly cooled cylindrical cells for fast, repeatable and sustained power delivery
- Convincing sustained output: up to 530 kW of continuous output sets new standards in the segment
- High DC charging power: with up to 710 kW¹ of charging power, up to 450 kilometres of WLTP range² can be added in 10 minutes
- Gran Turismo suspension: newly developed AMG ACTIVE RIDE CONTROL+, featuring pitch and roll stabilisation for the first time
- Thrilling driving experience: customisable driving dynamics and a distinctive sound experience for gripping emotions
- Intelligent aerodynamics: active AEROKINETICS roof spoiler and air panel
- Rounded portfolio with an attractive entry-level 53 model and top-of-the-range 63 model

Schlieren. For the first time in its 59-year history, Mercedes-AMG is developing a full-size SUV entirely in-house and from the ground up. The new Mercedes-AMG GT SUV is the second model based on the AMG.EA high-performance architecture, combining the commanding presence of a full-size SUV with the thrilling driving experience of a sports car. A sporty seating position, low centre of gravity and low, dynamic silhouette define its character without compromising the hallmark qualities of an SUV. Modern lightweight construction concepts and an intelligent vehicle design also provide the basis for compelling weight advantages.

As in the recently unveiled AMG GT 4-Door Coupé, three axial flux motors deliver exceptional performance in the top-of-the-range model. Its high-performance battery with integrated direct cooling also consistently advances the same technology concept: it enables sustained high power delivery while increasing charging power even further, to as much as 710 kW¹.

The newly developed AMG ACTIVE RIDE CONTROL+ suspension with active pitch and roll stabilisation combines sporting precision with supreme comfort. With this exceptional blend of performance, comfort and everyday usability, the Mercedes-AMG GT SUV sets a new benchmark in its segment. An immersive sound experience featuring the authentic sound of a V8 or six-cylinder engine completes the intense AMG driving experience.

Customers can choose between three variants: the Mercedes-AMG GT 63 SUV, the Mercedes-AMG GT 55 SUV and the Mercedes-AMG GT 53 SUV.

The sales release for the new Mercedes-AMG GT 53 4MATIC+ SUV in Switzerland is scheduled for 20 October. Pricing details will be announced at that time. The first vehicles are expected to arrive at our retail partners in February 2027. Sales release for additional powertrain variants will follow at a later date.

“With the new Mercedes-AMG GT SUV, we’re bringing the groundbreaking innovations of our AMG.EA architecture to a full-size SUV. Powered by three pioneering axial flux motors and a revolutionary high-voltage battery, we’re setting a new benchmark in the electric SUV segment. We’re demonstrating that electric performance today no longer requires any compromises in sustained power, range or charging speed.”

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

“Our customers will experience the Mercedes-AMG GT SUV as a vehicle that, for the first time, uniquely combines two worlds: the practical advantages of a full-size SUV with maximum space, comfort and versatility, alongside the emotional sports-car character of a genuine AMG. The key to this lies in the high-tech from Affalterbach. In short: SUV by shape. GT by nature.”

Dr Stefan Weckbach, Chairman of the Management Board of Mercedes-AMG GmbH and Head of Business Units Mercedes-Benz G-Class & Mercedes-Maybach

“Performance starts with presence. The new Mercedes-AMG GT SUV embodies the ultimate in dynamism. Its powerful appearance, with muscular shoulders, a wide track and a low-slung silhouette, makes its outstanding performance recognisable at first glance: pure AMG.”

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

Mercedes-AMG GT 63 SUV | energy consumption combined 23.8–21.2 kWh/100 km | CO₂ emissions combined 0 g/km | CO₂ class: A¹

Mercedes-AMG GT 55 SUV | energy consumption combined 23.8–21.2 kWh/100 km | CO₂ emissions combined 0 g/km | CO₂ class: A¹

Mercedes-AMG GT 53 SUV | energy consumption combined 21.1–18.8 kWh/100 km | CO₂ emissions combined 0 g/km | CO₂ class: A¹

Key Facts

New dimensions in the SUV segment: The new Mercedes-AMG GT SUV makes a clear statement of performance with its innovative drivetrain options. Depending on the motor variant, three axial flux motors or two synchronous motors deliver impressive power delivery. The top-of-the-range model achieves a peak output of up to 860 kW (1,169 hp).

Top-class performance: In its top-of-the-range variant, the Mercedes-AMG GT SUV sprints from 0 to 100 km/h in just 2.5 seconds³ and completes the sprint from 0 to 200 km/h in 6.8 seconds³. The top speed is 270 km/h (with the Driver's Package).

Maximum power, consistently available: The AMG High Performance Electric Battery with 800-volt technology is designed specifically to deliver consistently available power. Directly cooled cylindrical cells, high power density and intelligent thermal management ensure that performance is not just impressive for a short time but remains available when needed.

Two battery variants, one objective: Short charging stops. With the 106 kWh battery, the Mercedes-AMG GT SUV charges at up to 600 kW DC charging power and can add up to 380 kilometres of WLTP range² in ten minutes. The 128 kWh battery enables DC charging power of 710 kW – adding up to 450 kilometres of WLTP range² in ten minutes; charging from 10 to 80 per cent state of charge (SoC) takes up to 12 minutes⁴. At a 400 kW charging station, it takes 14 minutes (106 kWh) or 16 minutes (128 kWh)¹.

New AMG ACTIVE RIDE CONTROL+ suspension: The new, innovative AMG ACTIVE RIDE CONTROL+ suspension with active pitch and roll stabilisation offers a unique new range of capabilities. It combines superb touring comfort with impressive sporting precision, enabling an exceptional balance between relaxed cruising and highly dynamic driving.

AMGFORCE Sport+ redefines performance: The AMGFORCE Sport+ driving programme enhances the intense driving experience. The authentically reproduced sound of a powerful AMG V8 engine or a characterful AMG six-cylinder in all its nuances, simulated gear changes, seat shakers and a matching display design create maximum intensity. All this in real time and tailored to the driving situation – a genuine AMG feeling with the potential to give you goosebumps.

Driving excitement à la carte: With the AMG RACE ENGINEER, the car's handling can be tailored even more precisely to personal preferences. Three rotary controls allow you to specifically adjust responsiveness, cornering dynamics and wheel slip – more sensitively and individually than ever before.

Intelligent AEROKINETICS system: The road calls, and the Mercedes-AMG GT SUV responds with aerodynamic intelligence: up to 150 km/h, the system is designed to reduce aerodynamic drag – the AEROKINETICS Airpanel minimises the cooling airflow when no additional cooling is required. From 150 km/h, the active AEROKINETICS roof spoiler sharpens the SUV's sporting character. It responds in a flash and generates targeted aerodynamic effects for enhanced driving safety, stability and traction.

Dynamics given form: Modern lightweight construction concepts and an intelligent vehicle design create the basis for compelling weight advantages of the Mercedes-AMG GT SUV. In addition, the car consistently translates performance into its proportions. Its deliberately low silhouette reduces the frontal area and can therefore help reduce aerodynamic losses – without compromising the hallmark qualities of an SUV. This is made possible by an intelligent package with a flat-integrated battery, generous headroom and interior space, as well as commanding ground clearance.

Designed without compromise for maximum performance

Regardless of the drivetrain, the SUV excels

The new Mercedes-AMG GT SUV is available with two different drivetrain concepts, each featuring impressive performance. In the AMG GT 63 SUV, three innovative axial flux motors deliver up to 860 kW (1,169 hp) while the AMG GT 55 SUV delivers up to 600 kW (816 hp). The AMG High Performance Electric Battery, featuring directly cooled cylindrical cells, ensures even temperature distribution and continuous power delivery even under sustained load.

Even the entry-level variant makes a strong statement: two powerful synchronous motors – one on the front axle and one on the rear – deliver a combined output of 400 kW (544 hp) and give the AMG GT 53 SUV confident acceleration.

The High Performance Electric Drive Units

The motors in the AMG GT 63 and 55 SUVs are integrated into a High Performance Electric Drive Unit (HP.EDU) on each axle. The rear HP.EDU combines two axial flux motors, each with a compact input planetary gearbox, within a single housing. The motors and gearboxes are oil-cooled; the pump control unit required for this is housed in a space-saving design. Two water-cooled silicon carbide inverters are designed for high voltages, high currents, high temperatures and high thermal conductivity.

The front HP.EDU comprises a single axial flux motor, a spur gearbox with an integrated parking lock and a liquid-cooled SiC inverter. The front-axle motor acts as a “booster motor” which is engaged only when additional power or traction is required at the front axle. A Disconnect Unit (DCU) disconnects it in a flash under light loads to minimise drag losses and reconnects it during acceleration and regenerative braking for optimum performance.

Base version with two powerful synchronous motors on the front and rear axles

In the AMG GT 53 SUV, the front synchronous motor also acts as a “boost” drive: it provides additional thrust and traction when required – and is decoupled and deactivated in a flash under light loads to reduce drag losses. On the rear axle, an innovative two-speed transmission combines dynamic performance with an efficiency-oriented set-up. First gear has a short ratio, enabling excellent acceleration from a standstill and supporting efficient operation in urban traffic. Second gear is designed for confident power delivery at higher speeds and low engine speeds on the motorway. The result is an impressive range, a high level of comfort and a relaxed driving experience, even on long journeys.

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

The innovative high-voltage battery, with a usable capacity of 106 kWh (18 modules) or 128 kWh (22 modules), a voltage of 800 volts and directly cooled cylindrical cells, forms the technological basis for high power stability and an impressive range of up to 700 kilometres² (22 modules).

The cylindrical, tall and narrow cells (105 mm high; 26 mm in diameter) minimise the distance from the cell core to the surface, enabling efficient heat dissipation. The laser-welded aluminium cell housing is lighter than steel and offers outstanding electrical and thermal conductivity. The cells’ full-tab design reduces internal resistance, enabling maximum charging and discharging rates. A specialised NCMA cathode and silicon-containing anode chemistry delivers high energy density (over 298 Wh/kg), high charging rates and a long service life. The cells are housed in plastic modules. An electrically non-conductive oil flows directly around each individual cylindrical cell to maintain an optimal temperature and ensure uniform cooling of all cells.

Fast DC charging is possible at 800-volt charging stations with a charging power of more than 700 kW – depending on the battery variant. Drivers travelling in regions with limited charging infrastructure can also

charge the battery at 400 volts. The system automatically switches from 800-volt to 400-volt mode. The AMG GT SUV is also designed to support five fast-charging standards worldwide: CCS2 (Europe), GB/T (China), CHAdeMO (Japan), CCS1 (South Korea) and NACS (USA).

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

The body-in-white of the new Mercedes-AMG GT SUV is a new design made from aluminium, steel and fibre-reinforced composites, combining high rigidity with low weight for optimum safety and technology integration. The high-voltage battery is integrated centrally into the vehicle structure and secured by a protective housing (safety box), which forms part of the crash concept and actively absorbs forces.

Innovative cooling with the Central Coolant Hub (CCH)

In the Mercedes-AMG GT SUV, what is known as the Central Coolant Hub (CCH) handles the precise cooling of all components. This highly integrated unit combines numerous components such as pumps, sensors and valves in a compact housing. The CCH is designed for a variety of scenarios. Among other things, it can ensure maximum cooling of all components at high outside temperatures and when driving at full load. It also enables targeted and efficient cooling of individual components. If, for example, the battery is within its optimal operating range and does not require cooling, the CCH can direct the cooling capacity specifically towards the EDUs and the Onebox. A single large cooling circuit with intelligent valves, supported by a chiller as well as the main and auxiliary radiators, optimises thermal efficiency and enables immediate full charging and engine power.

Sporty thrills and supreme comfort

New Mercedes-AMG GT SUV combines intelligent driving dynamics systems with a multi-sensory driving experience

The Mercedes-AMG GT SUV offers a precise and dynamic driving experience, supported by a powerful drivetrain, the innovative AMG ACTIVE RIDE CONTROL+ suspension with active pitch and roll stabilisation, active rear-axle steering and the fully variable AMG Performance 4MATIC+ all-wheel drive system. The AMG RACE ENGINEER allows for individual customisation of response, cornering and slip behaviour. The AMGFORCE Sport+ driving programme intensifies the AMG experience on an emotional level.

New AMG ACTIVE RIDE CONTROL+ suspension with active pitch and roll stabilisation

The basis for the unrivalled sporty driving experience in the Mercedes-AMG GT SUV is the completely newly developed AMG ACTIVE RIDE CONTROL+ suspension (standard on the AMG GT 63 SUV; optional on the AMG GT 55 SUV). It offers a unique new range of capabilities, combining superb touring comfort with impressive sporting precision, which enables an exceptional balance between relaxed cruising and highly dynamic driving. Triple-stage adjustable air springs, an integrated 8.2-litre pressure reservoir and the hydraulic interconnection of the shock absorbers enable ride-height adjustments in near real time – including speed-dependent lowering to reduce aerodynamic drag.

Instead of conventional stabiliser bars, active hydraulic elements take control of pitch and roll movements – quickly, precisely and effectively. A central pump with controlled valves provides the appropriate system pressure and ensures the desired roll support and roll stiffness depending on the driving programme selected. The result is precise lateral guidance through curves and maximum comfort even on rough surfaces on one side of the road. The system also demonstrates its impressive effectiveness during braking and acceleration – it reduces front-end dive during braking and front-end lift during acceleration. In addition to the hydraulic components, the new AMG GT SUV features three-stage adjustable air springs to enhance comfort and reduce body movement during lateral and longitudinal acceleration.

The suspension is based on a multi-link design at both the front and rear. This design enables high lateral acceleration with minimal influence from the drivetrain. The high camber and track stiffness ensure precise road contact even at the limits of handling and guarantee composed behaviour during load changes as well as in response to external influences such as crosswinds or road undulations. To reduce unsprung masses, the suspension links, steering knuckles and wheel carriers on the front axle are made from forged aluminium.

Even more agile and stable thanks to active rear-axle steering

The standard active rear-axle steering with a track angle adjustment of up to 6 degrees combines seemingly contradictory driving characteristics: below 80 km/h, the rear wheels turn in the opposite direction to the front wheels – which is equivalent to a virtually shortened wheelbase and significantly enhances agility when turning as well as manoeuvrability in everyday driving. Above 80 km/h, the rear wheels turn in the same direction as the front wheels (up to 1 degree), which is equivalent to a virtual extension of the wheelbase and noticeably improves driving stability.

The braking system of the Mercedes-AMG GT SUV is configured consistently in line with the respective motor variant: the AMG GT 53 SUV comes with steel brakes on both the front and rear axles. The AMG GT 55 SUV also features steel brakes as standard; a carbon-ceramic braking system for both the front and rear axles is available as an option. The top-of-the-range AMG GT 63 SUV is equipped as standard with carbon-ceramic brakes on both the front and rear axles.

AMGFORCE Sport+: Driving programme with maximum intensity

AMGFORCE Sport+ faithfully reproduces the sound of AMG V8 engines (AMG GT 63 and 55 SUV) and AMG six-cylinder engines (AMG GT 53 SUV). The original engine sounds are meticulously documented rather than synthetically generated, based on over 100 measurements taken with 16 microphones and reference vehicles such as the Mercedes-AMG GT R. The sound reproduction is dynamic and adapts in real time to the driver's style, including acceleration and gear changes.

The driving programme offers more than just sound: it simulates gear changes similar to an AMG SPEEDSHIFT transmission, allows for manual gear changes via steering wheel paddles and includes a customised driver's display as well as integrated seat shakers for an immersive experience.

In addition to driving dynamics, the Mercedes-AMG GT SUV offers further sound features for the interior, such as specific sounds when approaching, unlocking, locking and charging. Future modes such as Launch Control, Boost and Showtime are set to round off the acoustic experience. Using a sound slider, customers can customise the engine sound and other sound profiles to their liking, with modes such as "Powerful", "Balanced" and "Silent", as well as a scale ranging from "Classic" to "Futuristic".

Tailor-made driving pleasure with the AMG RACE ENGINEER: More intense, more direct and more personalised

The AMG RACE ENGINEER in the Mercedes-AMG GT 63 and 55 SUV links all software and hardware components for the drivetrain and driving dynamics systems. It consists of two components: the AMG RACE ENGINEER Core, a high-performance chip that controls the drivetrain, brakes and energy recovery, and the AMG RACE ENGINEER Control Unit – three rotary controls in the centre console that allow the vehicle's response, cornering and slip behaviour to be individually adjusted:

- **"Response Control"** regulates the response of the electric motors to accelerator pedal inputs, adjustable continuously from comfortable to direct, for optimum power delivery, agility and traction.
- **"Agility Control"** influences agility about the vertical axis and cornering behaviour (only in RACE/AMGFORCE Sport+/Sport with ESP® off) through variable torque distribution, enabling a spectrum ranging from understeer to controlled oversteer.
- **"Traction Control"** adjusts the intervention of the traction control system across nine levels (only in the RACE/AMGFORCE Sport+/Sport driving modes with ESP® off).

AMG Performance 4MATIC+: Fully variable and intelligent all-wheel drive

Maximum flexibility in torque distribution between the front and rear axles is ensured by the AMG GT SUV's drive concepts: the AMG GT 63 and 55 SUV models feature three independent axial flux motors, while the AMG GT 53 SUV features two synchronous motors. Furthermore, in the AMG GT 63 and 55 SUV models, targeted torque vectoring enables the variable distribution of drive power between the rear wheels. The result is a newly developed, fully variable AMG Performance 4MATIC+ all-wheel drive system. The system not only offers a high level of driving safety but also ensures plenty of driving pleasure. The drive torque is controlled continuously and according to the driving situation.

The transition between rear-wheel drive and all-wheel drive – and vice versa – is imperceptible to the driver and is based on a sophisticated matrix that integrates all control algorithms into the overarching vehicle system architecture. For optimum traction and driving stability on snow and ice, sensors detect wheels spinning in a fraction of a second and precisely adjust the torque distribution to the driving situation.

In the AMG GT 53 SUV, the front synchronous motor also engages automatically via a Disconnect Unit (DCU) when traction is required.

Distinctive design and active aerodynamics

Powerful design language, active aerodynamics, driver-oriented cockpit

The silhouette alone makes it unmistakably clear – the new Mercedes-AMG GT SUV is a pure performance SUV. It is characterised by a steep nose, extended wheelbase, wide track, powerful shoulders and a sporty, low-slung roofline that slopes down towards the rear spoiler.

Athletic presence

The flat windscreen, elongated roofline and powerful wheel arches give the Mercedes-AMG GT SUV an athletic appearance even at a standstill. The carefully defined beltline height combines excellent all-round visibility with a high level of ergonomics and a sporty driving position. Compact exterior mirrors, frameless side windows in true GT style and dynamic trim elements extending through to the rear side windows further emphasise its distinctive character. At the same time, easy access underlines the everyday usability expected of a full-size SUV. Powerdomes, flared wings, large wheels, short overhangs and pronounced rear shoulders make the vehicle's performance DNA instantly recognisable – precise, powerful and unmistakably AMG.

The GT SUV's imposing silhouette is rounded off by front and rear designs featuring a fascinating lighting signature: the AMG specific radiator grille, comprising a frame and metallic vertical struts, is optionally illuminated. The centrally positioned Mercedes-Benz star – which is also optionally illuminated – the main headlamps with daytime running lights in a star design, six circular taillights in a turbine design and the optional light strip at the rear create an unmistakable vehicle identity.

Active AEROKINETICS elements enhance driving stability

The aerodynamic design consistently reflects the aim of combining high driving stability, reduced aerodynamic drag and performance.

- **The active AEROKINETICS roof spoiler** on the AMG GT 63 and 55 SUVs is integrated into the silhouette at low speeds. From 150 km/h, it automatically adjusts its position to reduce aerodynamic drag or increase driving stability, depending on the driving situation. During dynamic driving, it adopts its steepest angle to deliver high traction and aerodynamic balance. Its intelligent operating strategy takes into account speed, acceleration, driving dynamics and the position of the AEROKINETICS Airpanel.
- **The AEROKINETICS Airpanel active airflow control system** regulates the cooling airflow via vertical slats in the front bumper. Normally, the slats remain closed to minimise aerodynamic drag and reduce downforce on the front axle. They open only when required – once certain temperature thresholds are reached and there is a high demand for cooling air.

The interior: An uncompromisingly driver-focused cockpit designed for comfort

The interior of the AMG GT SUV consistently translates the DNA of an AMG GT cockpit into an SUV format. Drivers sit low and integrated into the vehicle – for a sporty, precise driving position rather than a classic SUV seating position. The cockpit is clearly focused on them, with intuitive controls, a 14.0-inch multimedia display angled towards the driver and a 10.2-inch instrument cluster that visually form a single unit. A separate 14-inch display is available for the front passenger.

The centre console is ergonomically designed and, in the AMG GT 63 and 55 SUVs, houses the AMG RACE ENGINEER Control Unit with three rotary controls for individual adjustment of response, cornering and slip behaviour. With its contoured design and integrated buttons, the AMG Performance steering wheel offers quick access to driving functions and enables precise control of energy recovery via paddles.

The seats offer excellent lateral support and long-distance comfort; AMG Performance seats with integrated headrests are available as an option. A wide range of upholstery options and material concepts allows for personalised customisation. The door panels feature an elegant design with free-floating armrests, integrated functions in the grab handle and diamond-pattern stitching. The controls for seat adjustment are ergonomically positioned and the speaker grilles blend in harmoniously, with an optional Burmester 4D sound system in stainless steel.

Despite its sporty silhouette, the rear seat offers generous headroom and legroom as well as a comfortable seating position, making the AMG GT SUV ideal for long journeys. A three-seater bench is fitted as standard; the rear seat backs can be folded down and the headrests can be folded back electrically.

The full-surface “SKY CONTROL” panoramic glass roof brings the outside world inside; it can be switched between transparent and opaque modes and, as an option, offers spectacular AMG lighting effects at night. It is designed to provide thermal insulation. The ambient lighting creates a feel-good atmosphere through a continuous light strip and harmoniously coordinated lighting effects, which can be personalised using high-resolution ambient styles on the displays.

The colour scheme of the instrument cluster, the controls and the ambient lighting is perfectly coordinated. This enables occupants to create a completely personalised atmosphere inside the vehicle. The screen design impresses with its exceptional aesthetics, precision and intuitive operation.

More room for personality with MANUFAKTUR

With more than 60 exclusive MANUFAKTUR paint finishes, the new Mercedes-AMG GT SUV offers a broad spectrum of exterior colours. For the first time, the AMG forged wheels can also be enhanced with colour accents. In addition to matt vanadium silver and matt copper, versions in matt black with a colour-accented rim flange in Angel Blue, Sunny Lime or Orange Flame are available. They impressively underline the expressive appearance of the performance SUV. MANUFAKTUR seat belts in Fjord Blue, Green Hell or Orange Flame bring the bold accent colours into the interior for the first time. Thanks to the wide range of personalisation options, every AMG GT SUV can become a truly unmistakable one-off.

A digital experience in a class of its own for even greater personalisation and performance

AI and exclusive AMG apps transform the cockpit into a customisable command centre

The new Mercedes-AMG GT SUV sets new standards in the digital experience through a connected software architecture, intelligent operating logic and the use of AI, which combines technology and emotion. Thanks to this, the driver-oriented cockpit becomes a customisable command centre. The new generation of MBUX, based on the Mercedes-Benz Operating System (MB.OS), offers intuitive and emotive operation and controls all vehicle functions. It offers various display styles, including “Classic” and “AMG Special” with specific sub-screens in the central-tube design (power meter/rev counter), “Pure” (streamlined speedometer), “Vehicle Data” (temperatures; tyre data) and “Trip” (navigation; journey information).

The MBUX operating concept focuses on the essentials: the Zero Layer displays key information, context-sensitive suggestions and recently used apps, which can be customised just like on a smartphone. Connectivity services such as Live Traffic Information are integrated. A unique feature is the integration of three AI agents (ChatGPT; Microsoft Bing; Google Gemini) into MBUX. The MBUX Virtual Assistant is capable of conducting complex, multi-step dialogues. This is complemented by three exclusive AMG applications: “AMG PERFORMANCE MENU”, “AMG SET UP” and “AMG TRACK PACE”, which emphasise the vehicle’s high-performance character.

AMG PERFORMANCE MENU: Real-time driving data

The AMG PERFORMANCE MENU provides driving and engine data in real time. “Energy Flow” visualises the energy flow and power output of the front and rear axles. “Aero Flow” displays the status of the active aerodynamics. “Warm up” provides information on the optimum operating and tyre temperatures. An “IWC Watch” serves as a stopwatch for lap times. “Dynamic” displays physical forces such as lateral acceleration, tyre pressure and suspension status. “Power” allows the drivetrain status and available electrical power to be monitored.

AMG SET-UP: Every journey individually configured

With AMG SET-UP, drivers can actively adjust various functions and configure the vehicle entirely to their individual preferences – for a driving experience that suits them perfectly. With “Steering Wheel,” various functions and driving programmes can be customised via the steering wheel buttons to suit personal preferences. This allows for even more intuitive operation and quicker access to the most important features. The “Aero Set-up” menu provides additional control over the aerodynamics.

AMG TRACK PACE for visits to the racetrack

AMG TRACK PACE in the Mercedes-AMG GT SUV transforms visits to the racetrack into professional training sessions. The software records over 80 vehicle-specific data points ten times per second and displays telemetry, acceleration and race data on the driver’s display. Lap and sector times are clearly shown on the multimedia display, head-up display and instrument cluster. Numerous racetracks are pre-installed and you can record your own tracks. Intelligent race navigation in the head-up display shows corner angles and braking points for the ideal line. The augmented reality function superimposes the racing line from a saved recording to help improve lap times. Acceleration and deceleration values can be precisely measured and saved. Optionally, a dashcam (not available in all markets) allows HD videos to be recorded onto USB storage media with integrated overlays such as lap times, a mini-map and vehicle data (speed, acceleration, steering angle and brake application).

Smart racing with the Predictive Performance Manager

The Predictive Performance Manager (PPM), which was first used during the CONCEPT AMG GT XX’s record-breaking run, makes a significant contribution to achieving optimum lap times on the racetrack. The tool optimises energy flow depending on the selected “RACE” or “SPRINT” mode. This is done on a section-by-

section and situation-specific basis directly within the operating strategy. This is because on long race circuits or over many laps on Grand Prix circuits, constantly calling upon maximum power is not the best way to achieve the fastest lap times. On the Nürburgring Nordschleife, for example, a sophisticated strategy is crucial for fast laps due to the demanding topography. On downhill sections and in tight, alternating bends, power has little influence on lap times, meaning that thermal and electrical energy can be conserved for the uphill sections or long straights and then utilised to the fullest. The PPM therefore reduces or increases power output as appropriate to the situation, depending on the section of the track.

From comfortable to highly dynamic: seven driving programmes

Another treat for drivers seeking thrills on the racetrack, as well as for customers who prefer a more comfort-oriented driving experience, is the range of seven AMG DYNAMIC SELECT driving modes: “Comfort”, “Sport”, “AMGFORCE Sport+”, “RACE”, “Slippery”, “Individual” and “Eco” offer a wide range of driving characteristics, from comfortable and efficient to dynamic and highly exhilarating.

- **Comfort:** a comfortable, harmonious driving experience with a balanced set-up, an efficient operating strategy (rear-wheel or all-wheel drive), understeering handling and pleasant suspension comfort
- **Sport:** typical AMG driving dynamics for public roads, featuring high performance, permanent all-wheel drive, direct response and a firm suspension set-up
- **AMGFORCE Sport+:** delivers maximum thrills through a perfect internal combustion engine simulation
- **RACE:** uncompromising mode for the racetrack with reduced driver assistance systems, permanent all-wheel drive, spontaneous response, firm suspension and a lower ride height. Offers Drift Mode, Drag Race, Track Race and Launch Control
- **Slippery:** a stable set-up for maximum traction on low-friction surfaces (rain; snow; ice) with early ESP intervention, permanent all-wheel drive and a soft suspension set-up
- **Eco:** focus on efficiency-oriented driving through on-demand disengagement of the front axle, optimised aerodynamics and adjusted power, torque and top speed
- **Individual:** allows for personalised configuration of all parameters

In addition, by pulling both steering wheel paddles once, additional boost power can be accessed in the C, S and S+ driving modes. This means even more noticeable performance and driving excitement: the vehicle delivers more torque and power, and the accelerator pedal responds more spontaneously to inputs. Furthermore, there is a jolt of acceleration noticeable to all passengers, and the seatbelts are tightened. Special entry, active and exit sounds provide an acoustic backdrop to the experience.

Manufactured at the most historic vehicle plant: The Sindelfingen complex becomes the production site

The new SUV is being assembled in Hall 32. This assembly hall has been specifically retrofitted to meet the requirements of AMG.EA technology. Key body components are also produced at the plant. These include pressed parts, the body-in-white and the paintwork. The Mercedes-Benz site in Sindelfingen was founded in 1915 and, with its 111-year history, is one of Mercedes-Benz Group AG’s most historic vehicle manufacturing plants.

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Further information on Mercedes-Benz in Switzerland is available [here](#). Press releases and digital services for journalists and multipliers can be found on our [Media Site Switzerland](#) or on the [Mercedes me media](#) online platform.

Key technical specifications at a glance:

Mercedes-AMG GT 63 SUV		
Electric motors	Type	Three axial flux motors
Max. drive output	kW (hp)	860 (1,169)
Continuous output	kW (hp)	530 (721)
Max. drive torque	Nm	2,000
Drive system		Fully variable AMG Performance 4MATIC+ all-wheel drive
Top speed	km/h	270 (Driver's Package)
Acceleration 0–100 km/h (1-foot rollout) ³	s	2.5
Acceleration 0–200 km/h (1-foot rollout) ³	s	6.8
Acceleration 0–100 km/h	s	2.7
Acceleration 0–200 km/h	s	7.2
Boost duration	s	63
Nominal voltage	volts	800
Battery capacity (net)	kWh	106/128
Max. DC charging power ¹	kW	600/710
Max. AC charging power ¹	kW	11
DC charging: 10–80% SoC (net) ⁵	min	11/12
DC charging: range after 10 min (WLTP combined) ²	km	386/454
Energy added in 10 min ¹	kWh	70/83
Energy added in 5 min ¹	kWh	41/48
Kerb weight (DIN)	kg	2,585/2,695
Length/width/height	mm	5,084/2,001/1,656
Wheelbase	mm	3,040
c _d value		0.27
Frontal area	m ²	2.80
Combined energy consumption ¹	kWh/100 km	23.4–20.9/23.8–21.2
Urban energy consumption ¹	kWh/100 km	19.8–17.7/20.2–18.0
CO ₂ class		A
Range (WLTP) ²	km	525–585/620–700
Range urban (WLTP) ²	km	606–680/719–806
Boot volume (VDA/liquid) ⁵	l	607/1,740
Front (liquid)	l	111
Frunk (VDA)	l	78

Mercedes-AMG GT 55 SUV		
Electric motors	Type	Three axial flux motors
Max. drive output	kW (hp)	600 (816)
Continuous output	kW (hp)	530 (721)
Max. drive torque	Nm	1,860
Drive system		Fully variable AMG Performance 4MATIC+ all-wheel drive
Top speed	km/h	270 (Driver's Package)
Acceleration 0–100 km/h (1-foot rollout) ³	s	2.8
Acceleration 0–200 km/h (1-foot rollout) ³	s	9.4
Acceleration 0–100 km/h	s	3.1
Acceleration 0–200 km/h	s	9.9
Boost duration	s	55
Nominal voltage	volts	800
Battery capacity (net)	kWh	106/128
Max. DC charging power ¹	kW	600/710
Max. AC charging power ¹	kW	11
DC charging: 10–80% SoC (net) ⁵	min	11/12
DC charging: range after 10 min (WLTP combined) ²	km	386/454
Energy added in 10 min ¹	kWh	70/83
Energy added in 5 min ¹	kWh	41/48
Kerb weight (DIN)	kg	2,605/2,715
Length/width/height	mm	5,084/2,001/1,656
Wheelbase	mm	3,040
c _d value		0.27
Frontal area	m ²	2.80
Combined energy consumption ¹	kWh/100 km	23.4–20.9/23.8–21.2
Urban energy consumption ¹	kWh/100 km	19.8–17.7/20.2–18.0
CO ₂ class		A
Range (WLTP) ²	km	525–585/620–700
Range urban (WLTP) ²	km	606–680/719–806
Boot volume (VDA/liquid) ⁶	l	607/1,740
Front (liquid)	l	111
Frunk (VDA)	l	78

Mercedes-AMG GT 53 SUV		
Electric motors	Type	PSM/PSM
Max. drive output	kW (hp)	400 (544)
Continuous output	kW (hp)	270 (367)
Max. drive torque	Nm	800
Drive system		Fully variable AMG Performance 4MATIC+ all-wheel drive
Top speed	km/h	250 (Driver's Package)
Acceleration 0–100 km/h (1-foot rollout) ³	s	3.8
Acceleration 0–200 km/h (1-foot rollout) ³	s	13.8
Acceleration 0–100 km/h	s	4.2
Acceleration 0–200 km/h	s	14.6
Boost duration	s	53
Nominal voltage	volts	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) ⁵	min	11
DC charging: range after 10 min (WLTP combined) ²	km	440
Energy added in 10 min ¹	kWh	70
Energy added in 5 min ¹	kWh	41
Kerb weight (DIN)	kg	2,525/2,635
Length/width/height	mm	5,080/2,001/1,653
Wheelbase	mm	3,040
c _d value		0.28
Frontal area	m ²	2.80
Combined energy consumption ¹	kWh/100 km	21.1–18.8
Urban energy consumption ¹	kWh/100 km	17.1–15.5
CO ₂ class		A
Range (WLTP) ²	km	597–668
Range urban (WLTP) ²	km	732–809
Boot volume (VDA/liquid) ⁶	l	607/1,740
Front (liquid)	l	111
Frunk (VDA)	l	78

¹ The figures are preliminary. No confirmed values from an officially recognized testing organization, EC type approval, or certificate of conformity with official values are available at this time. Deviations between the figures and the official values are possible.

² The actual range depends on numerous factors, such as individual driving style, environmental conditions, battery aging, auxiliary consumers such as air conditioning, optional equipment, tires, payload, and route profile, and may therefore differ from the WLTP value specified.

³ 1-Foot Rollout³: The portion of distance not counted during the measurement (the 'rollout') corresponds to 1 foot = 30.48 cm.

⁴ The stated recharged range (WLTP) after 11/12 minutes was determined using the maximum DC charging power in accordance with ISO/SAE 12906 under the conditions described therein.

⁵ With full use of front seats.