



Press Information

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## Mercedes-AMG GT 53 4-Door Coupé: Powerful entry into the new GT series

- New GT model delivers up to 400 kW (544 hp), accelerating from 0 to 100 km/h in 3.5 seconds<sup>1</sup>
- 800-volt battery with directly cooled cylindrical cells ensures consistently high performance
- All-wheel drive and adaptive suspension combine high traction, precise handling, and long-distance comfort
- Intelligent aerodynamics: Standard active rear spoiler and optional rear diffuser improve driving stability and efficiency
- More than 800 kilometres of range (WLTP) overall<sup>2</sup>; up to 600 kW charging power provides over 500 kilometres in ten minutes<sup>3</sup>
- Immersive driving experience: An emotional six-cylinder experience at the touch of a button
- Sales release and announcement of the price are scheduled for 13 August 2026 in Switzerland.

Affalterbach/Schlieren. With the new Mercedes-AMG GT 53 4-Door Coupé, Mercedes-AMG is expanding the model family of the recently unveiled GT 4-Door Coupé. The new GT model combines unmistakable AMG DNA with state-of-the-art technology, outstanding everyday usability, and dynamic long-distance comfort. It impresses with excellent driving performance, spontaneous power delivery and agile, precisely controllable handling complemented by an immersive sound experience featuring the authentic sound of an AMG six-cylinder engine.

Mercedes-AMG GT 53 4-Door Coupé | combined energy consumption: 18,5–15,6 kWh/100 km | combined CO<sub>2</sub> emissions: 0 g/km | CO<sub>2</sub> class: A<sup>3</sup>

**“With the new GT 4-Door, we have truly made a statement. A highly dynamic vehicle that impresses in every single aspect. Now, we are expanding the family with a very attractive entry-level model at an equally attractive price. It combines the commanding power of the drivetrain with the emotional sharpness that distinguishes Mercedes-AMG: precise, intense, and fascinating.”**

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

### Powerful and efficient: The electric drive unit

Two powerful synchronous electric motors in the Mercedes-AMG GT 53 4-Door Coupé jointly mobilise up to 400 kW (544 hp) peak output. The electric drive unit with a permanently excited synchronous machine (PSM) on the rear axle is characterised by an efficiency of 93 percent from battery to wheel over long distances. An innovative two-speed transmission combines efficiency and dynamics. The short ratio in first gear, at 11:1,

enables strong acceleration from a standstill and efficiency in urban traffic. Second gear (ratio 5:1) is designed for power delivery at high speeds, as well as for good efficiency, range, and comfort on the motorway. The shift points adapt to the driving situation and the selected DYNAMIC SELECT driving programme.

The electric motor on the front axle (PSM) acts as a 'boost' motor. Depending on the driving situation and driving programme, it is engaged via a Disconnect Unit (DCU), for example, when there is a corresponding power demand or when traction is required. Under low load, the electric motor is disengaged instantly for higher efficiency and remains stationary.

Both electric motors together provide a peak output of 400 kW (544 hp) and a maximum torque of 800 Nm. The continuous output is 270 kW (367 hp). The GT 53 4-Door Coupé completes the sprint from a standstill to 100 km/h in 3.5 seconds<sup>1</sup>. The electronically limited top speed of 230 km/h can be increased to 250 km/h with the optional AMG Driver's Package.

### **Technology masterpiece: The 800-volt AMG battery with innovative direct cooling**

The innovative high-voltage battery with 106 kWh usable capacity, 800 volts of voltage, and directly cooled round cells forms the technological basis for high power stability and an impressive range of over 800 kilometres<sup>2</sup>.

The cylindrical, tall and narrow cells (105 mm high, 26 mm 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 superior current and thermal conductivity. The full-tab design of the cells reduces internal resistance for maximum charging and discharging performance. A special NCMA cathode and silicon-containing anode chemistry offer high energy density (over 298 Wh/kg), strong charging performance, and a long service life. The total of 2660 cells are housed in 18 modules. An electrically non-conductive oil flows directly around each individual cell to optimally temper it and ensure uniform cooling of all cells.

Fast DC charging is possible at 800-volt stations with a charging capacity of up to 600 kW. In just 10 minutes, over 534 kilometres of range<sup>3</sup> can be recharged. Those who can plan a longer charging break or are travelling in regions with limited charging infrastructure can also charge the battery with 400 volts. The system automatically switches from 800-volt to 400-volt mode.

### **Innovative cooling with the Central Coolant Hub (CCH)**

In the Mercedes-AMG GT 53 4-Door Coupé, the so-called Central Coolant Hub (CCH) also takes over the precise cooling of all components. This highly integrated component combines numerous elements such as pumps, sensors, and valves in a compact housing. The CCH is designed for various scenarios. Among other things, it can ensure maximum cooling of all units during high ambient temperatures and full-load driving. However, targeted and efficient cooling of individual components is also possible. For example, if the battery is within its optimal operating window and does not require cooling, the CCH can specifically distribute cooling capacity towards the EDUs and Onebox. A single large cooling circuit with intelligent valves and support from a chiller, as well as main and auxiliary radiators, optimise thermal efficiency and enable immediate full charging and engine performance.

### **Six-cylinder sound with goosebump factor: The AMGFORCE Sport+ driving programme**

Similar to the AMG GT 63 and GT 55 4-Door Coupé, the AMGFORCE Sport+ driving programme in the GT 53 also stages a particularly emotional performance experience. Simulated gear changes with noticeable traction interruptions and an authentically reproduced combustion engine sound revive classic AMG fascination. Every sound nuance is precisely matched to the respective driving situation, making acceleration, load changes, and manual gear shifts immediately tangible. The characteristic 3.0-litre inline six-cylinder engine of the former Mercedes-AMG E 53 Coupé serves as the acoustic reference.

Instead of merely imitating sound effects, Mercedes-AMG's acoustics specialists meticulously investigated the true sound of an AMG inline six-cylinder engine. With painstaking accuracy, they captured its character at 16 different microphone positions inside and outside the vehicle. On the rolling road, they performed more than 100 high-precision measurements – both static and dynamic. The goal: to digitise every real nuance of the authentic AMG sound character and to make the entire acoustic spectrum of a modern performance vehicle tangible. The result is genuine goosebump moments – unmistakable, intense, and typically AMG.

Manual gear changes via the steering wheel paddles are also possible in the activated AMGFORCE Sport+ programme. An adapted driver display in the central tube design perfects the perception of a high-performance sports car with a classic combustion engine.

#### **Dynamic Comfort with all-wheel drive and AMG RIDE CONTROL suspension**

The AMG RIDE CONTROL suspension with air springs and adaptive damping confidently transfers the power of the dynamic drivetrain to the road – creating precisely the spread that distinguishes a true AMG Gran Turismo. Depending on the driving situation, the system impressively switches between relaxed cruising on long journeys and sporty, firm precision during dynamic driving. The damping thus adapts to the current driving situation and road conditions at each wheel. This happens quickly and precisely via separate valves for the rebound and compression stages in the dampers. Furthermore, the damper characteristic can be pre-selected in three stages: 'Comfort', 'Sport', and 'Sport+', thereby enabling a noticeable differentiation between high comfort and sporty driving dynamics. The Mercedes-AMG GT 53 4-Door Coupé utilises the AMG Performance 4MATIC+ all-wheel drive, which, thanks to completely decoupled electric motors, allows for maximum variability in torque distribution to the front and rear wheels.

#### **Radical proportions for extreme and aerodynamic sportiness**

The silhouette alone unequivocally states: the new Mercedes-AMG GT 53 4-Door Coupé stands for performance at the highest level. Characterised by the dynamic fastback, the long, deeply drawn front bonnet, as well as the steeply raked windscreen and the distinctive rear diffuser, the vehicle makes a clear statement for maximum sportiness. Compared to its predecessor, the new Mercedes-AMG GT 4-Door Coupé could be designed 4 cm flatter – and that's despite the battery in the underbody.

A central component in the performance concept of the AMG GT 53 4-Door Coupé is aerodynamics that pursues an optimal balance of performance, efficiency, and stability. For this, Mercedes-AMG relies on two active AEROKINETICS elements that intelligently control the airflow at the rear and continuously adapt to speed, driving style and performance requirements: the standard AEROKINETICS rear spoiler with intelligent operating strategy and the optional AEROKINETICS rear diffuser.

- The AEROKINETICS rear spoiler varies its angle of attack depending on the driving condition. The AMG control software takes into account, among other things, speed, longitudinal acceleration, and the position of the AEROKINETICS Airpanel air control system. Up to 150 km/h, the spoiler remains retracted, preserving the clean coupé look; at the same time, the mechanism is protected from dirt. With increasing speed, the spoiler adopts various angular positions to specifically optimise aero balance, driving stability, or air resistance. At high speeds or when the system control detects a particularly dynamic driving style, it extends to the steepest position for maximum downforce and high stability. This position can also be activated manually via a button on the steering wheel.
- The AEROKINETICS rear diffuser relies on a different principle: it extends the vehicle contour and optimises airflow at the rear. The result is lower air resistance, especially at higher speeds. The system automatically adapts to defined driving conditions and was specifically designed for long-distance journeys. The goal is increased efficiency and thus a greater range even at high motorway speeds.

### **Inside, sports car genes meet Gran Turismo attributes: The best of both worlds**

The interior of the Mercedes-AMG GT 53 4-Door Coupé combines consistent driver orientation with high long-distance comfort. The low seating position, typical of a sports car and perfectly integrated into the overall vehicle, immediately conveys a focused, emotional driving sensation. The instrument cluster and multimedia monitor merge into a high-quality unit with a 'seamless glass' look; the 14-inch central screen is ergonomically angled towards the driver, allowing for intuitive operation. On request, a separate display with individual content is also available for the front passenger. The centre console adopts the driver-oriented alignment of the cockpit and combines clear design with high everyday usability, with the Response Control rotary selector seamlessly integrated. Adding to its distinctive design, the centre console displays the AMG badge and a 'GT' emblem. It also includes an armrest with a closed storage compartment, two charging trays for inductive fast charging of smartphones, and illuminated cupholders.

The front seats, with their sporty and expressive design, offer high lateral support in dynamic corners and, at the same time, the comfort that customers expect from a four-door Grand Turismo. In the rear, comfortable individual seats, generous space, and intelligently designed footwells underscore the long-distance qualities. Additionally, the SKY CONTROL panoramic glass roof enhances the spacious feeling: the single-piece glass surface extends to the rear window and can be switched from transparent to non-transparent in individually controllable segments. At night, the AMG specific light staging with illuminated crests and Racing Stripes creates a particularly emotional atmosphere.

### **“Response Control”: Responsiveness to taste**

A real treat for discerning drivers: for an 'à la carte' driving experience, the 'Response Control' rotary controller in the centre console allows the responsiveness of the electric motors to accelerator pedal commands to be precisely tuned to personal preference, independently of the selected driving programme. The spectrum ranges from comfort-oriented and harmonious to sharp and spontaneous. This ensures that customers of all skill levels and ambitions are catered for. Driving safety is always maintained.

### **AMG SET-UP: Customising the driving experience**

With AMG SET-UP, drivers can actively adjust various functions and configure the vehicle entirely according to their individual preferences – for a driving experience that perfectly suits them. With 'Steering Wheel', the order of driving functions and driving programmes on the steering wheel buttons can be customised according to 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: even at low speeds, drivers can manually extend the active rear spoiler and rear diffuser – for maximum presence, even in urban traffic.

### **The Sound Slider: Sound performance according to personality**

Customers themselves have a special feature in their hands: the sound menu allows for individual adjustment of the sound characteristics. With modes 'Powerful', 'Balanced' and 'Minimal' selectable, combined with a scale from Classic to Futuristic – pure in-cabin sound tuning.

## AMG DYNAMIC SELECT: Broad spread of vehicle character

The general characteristics of the driving experience can also be influenced via the six AMG DYNAMIC SELECT driving programmes: 'Comfort', 'Sport', 'AMGFORCE Sport+', 'Slippery', 'Eco', and 'Individual'. They enable a wide spread of vehicle characteristics, from comfortable and efficient to dynamic and highly emotional.

- **Comfort** is the balanced standard mode for everyday use and long distances. It combines a harmonious driving feel with an efficient operating strategy, restrained accelerator pedal response, and comfortable suspension tuning.
- **Sport** prioritises AMG typical driving dynamics. Direct responsiveness, firmer suspension, a lower chassis level, and permanent all-wheel drive ensure high cornering speeds, precise handling, and superior controllability.
- **AMGFORCE Sport+** further emotionalises the driving experience: with AMG six-cylinder sound inside and out, noticeably staged gear changes, manual gear changes via steering wheel paddles, and a specific driver display in the central tube design.
- **Slippery** offers maximum traction and safety on rain, snow or ice. Assistance systems intervene early, all-wheel drive is permanently active, and the accelerator pedal and steering react with particular control.
- **Eco** prioritises maximum range: power, torque and top speed are reduced, auxiliary consumers are regulated as required, and rear-wheel drive and a lowered chassis level are designed for efficiency.
- **Individual** allows all relevant parameters to be freely adjusted.

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## Key technical data at a glance:

| Mercedes-AMG GT 53 4-Door Coupé                               |                |                                                        |
|---------------------------------------------------------------|----------------|--------------------------------------------------------|
| E-Motor Front/Rear                                            | Type           | PSM/PSM                                                |
| Max. drive output                                             | kW (PS)        | 400 (544)                                              |
| Continuous output                                             | kW (PS)        | 270 kW (367 PS)                                        |
| Max. drive torque                                             | Nm             | 800                                                    |
| Drive system                                                  | -              | Fully variable all-wheel drive AMG Performance 4MATIC+ |
| Top speed                                                     | km/h           | 250 (Driver's Package)                                 |
| Acceleration 0–100 km/h (1-foot-rollout) <sup>1</sup>         | s              | 3.5                                                    |
| Acceleration 0–100 km/h                                       | s              | 3.9                                                    |
| Boost duration                                                | s              | 53                                                     |
| Nominal voltage                                               | Volt           | 800                                                    |
| Battery capacity (net)                                        | kWh            | 106                                                    |
| Max. DC charging power <sup>3</sup>                           | kW             | 600                                                    |
| Max. AC charging power <sup>3</sup>                           | kW             | 11                                                     |
| DC charging: 10–80% SoC (net) <sup>4</sup>                    | min            | 11                                                     |
| DC charging: range after 10 mins (WLTP combined) <sup>3</sup> | km             | 534                                                    |
| Energy added in 10 min <sup>3</sup>                           | kWh            | 70                                                     |
| Energy added in 5 min <sup>3</sup>                            | kWh            | 41                                                     |
| Kerb weight (DIN)                                             | kg             | 2,375                                                  |
| Length/Width/Height                                           | mm             | 5,094/1,959/1,411                                      |
| Wheelbase                                                     | mm             | 3,040                                                  |
| Drag coefficient                                              | C <sub>d</sub> | 0.21                                                   |
| Frontal area                                                  | m <sup>2</sup> | 2.44                                                   |
| Combined energy consumption <sup>3</sup>                      | kWh/100 km     | 18.5–15.6                                              |
| Urban energy consumption <sup>3</sup>                         | kWh/100 km     | 16.4–14.2                                              |
| CO <sub>2</sub> class <sup>3</sup>                            |                | A                                                      |
| Range (WLTP) <sup>2</sup>                                     | km             | 809–682                                                |
| Range urban (WLTP) <sup>2</sup>                               | km             | 880–761                                                |
| Boot volume (liquid)                                          | l              | 507                                                    |
| Boot volume (VDA)                                             | l              | 415                                                    |
| Frunk (liquid)                                                | l              | 62                                                     |
| Frunk (VDA)                                                   | l              | 41                                                     |

<sup>1</sup> 1-Foot Rollout<sup>1</sup>: The portion of distance not counted during the measurement (the 'rollout') corresponds to 1 foot = 30.48 cm.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> The specified recharged range (WLTP) after 11 minutes was determined using the maximum DC charging power according to ISO/SAE 12906 under the conditions described therein.