



Mercedes-Benz

Press Information

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The Mercedes-AMG GT C

## Performance to Thrill.

- Mercedes-AMG welcomes the GT C Coupe into the growing AMG GT family, introducing a new level of performance to slot in between the AMG GT S and the Beast of the Green Hell, the AMG GT R.
- Powered by the 4.0-litre biturbo V8 developed and engineered by AMG and mated to an AMG Speedshift DCT 7-speed transmission, the GT C produces 557 hp and 680 Nm of torque, 47 hp and 30 Nm respectively more than the AMG GT S – good for a 0-100 km/h time of 3.7 seconds on to a top speed of 316 km/h.
- Continuing the theme of the AMG GT family design direction, the GT C is pure purpose – a long low hood featuring the AMG Panamericana grille with new Jet Wing air intakes, and a broad rear end which portrays an aggressive stance and offers improved traction from the wide tyres and track length.

Originally crafted as a roadster, the Mercedes-AMG GT C finds new focus conceived in the form of a coupe. Powerful and poised to perform, AMG motorsport and racing technology features prominently in the GT C, with influence from the AMG GT R in the form of sculpted aerodynamic bodywork and AMG sport seats.

“The brutal Mercedes AMG GT C is an exciting addition to the AMG GT collection and, of course, to the World’s Fastest Family. Incredibly powerful and dynamically superior, the AMG GT C is also the complete aesthetic package with the intimidating Panamericana grille, wide stance and low, purposeful silhouette. With the new GT C, the AMG GT family has options for all passionate AMG aficionados, but all carrying the same superior motorsport DNA and coming from the same high performance bloodline for the ultimate in AMG performance,” said Mark Raine, Vice President Sales & Marketing Passenger Cars, Mercedes-Benz Malaysia.

## Exterior design and bodywork

### Pure sports car experience with muscular tail end

From the expressive AMG Panamericana grille to the long bonnet and the muscular tail end, the two-seater guarantees a pure sports car experience even when stationary. The striking AMG Panamericana grille underlines the motor racing heritage: 15 chrome-plated, vertical bars echo the look of the current Mercedes-AMG GT3 customer sports racing car. The new front apron emphasises the car's width and gives it a road-hugging appearance. The large outer air inlets guarantee the supply of cooling air to the engine.

The LED High Performance headlamps offer more safety at night and an unmistakably sporty and distinctive look. Thanks to LED technology, they illuminate the road more effectively than conventional headlamps – with lower energy consumption.

The GT C has adopted a special technical highlight from the AMG GT R: the AIRPANEL active air management system. Vertical louvres located in the lower area of the front apron can be opened and closed by an electric motor in around one second. This ensures that the cooling performance is according to need. Constantly achieving the ideal position calls for highly intelligent and fast control.

During normal driving with no increased cooling demand, the louvres are closed for reduced drag and the air is directed at the underbody. Only when certain components reach predefined temperatures and the air demand is particularly high do the louvres open, allowing the maximum cooling air flow to the heat exchangers.

Viewed from the side, the pronounced shoulder is suggestive of a tensed muscle, and enhances the impression of sheer power and dynamism in combination with the new AMG light-alloy wheels.

### **Muscular with an emphasis on width: the tail end design**

The tail end also features numerous, conspicuous innovations. The new aluminium side walls of the AMG GT C widen the open-top two-seater by 57 millimetres compared with the AMG GT. This is exactly the width of the AMG GT R. Compared with the AMG GT, the muscular form also creates space for the larger wheels and a wider track. Both measures increase the traction while allowing higher cornering speeds.

The likewise wider contours of the AMG GT C's rear apron also improve the airflow at the rear with their large outer air vents and features an aerofoil integrated into the boot lid. This is electrically extended and retracted at defined speeds, depending on the selected transmission mode.

The AMG GT C runs on 265/35 R 19 front tyres and 305/30 R 20 rear tyres mounted on 9.0 J x 19 (front) and 12.0 J x 20 (rear) 5-twin-spoke light-alloy wheels painted in titanium grey with a high-sheen finish.

### Interior design

High quality and exclusivity

The interior design echoes the design lines of the exterior. The dashboard places a firm emphasis on width, creating the impression of a powerful wing. The high beltlines, concave door panels, dynamically rising centre console and low seat position perfectly integrate the driver into the cockpit. As an option, the AMG GT C also comes with the new, light-coloured interior in macchiato beige STYLE Exclusive nappa leather is available for the first time, lending the open-top sports car even more individuality and exclusivity.

The optionally available AMG Performance seats in the roadster variant provide even more lateral support with more heavily contoured backrest and seat cushion side bolsters. For the first time the AMG Performance seats are also optionally available with the AIRSCARF neck-level heating system, which makes open-air driving enjoyable even in low outside temperatures. AIRSCARF is likewise optionally available for the standard-fit AMG sports seats. The air vent is seamlessly integrated into the seat's head restraint area. To meet the individual preferences of customers, the temperature of the warm airflow can be set in three stages.

Impressive sound in the interior: External Coupled Subwoofer

The Burmester® surround sound system ensures a very special musical experience in the AMG GT C. The system benefits from the innovative External Coupled Subwoofer (ECS). This new bass sound reproduction system with an extremely low bass range turns the open two-seater into a mobile concert stage.

Instead of a subwoofer box of limited dimensions, ECS uses the entire interior as a woofer. This is made possible by a special aperture in the right rear wheel arch. The subwoofer is connected to the bodyshell via this aperture, transmitting the impressive sound.

## 4.0-litre twin-turbo V8 engine and SPEEDSHIFT DCT 7-speed transmission

Further output rating for the 4.0-litre engine

With the AMG GT C, Mercedes-AMG is introducing a further output rating of the 4.0-litre V8 biturbo engine, thereby underlining the exclusive character of the new model. At 410 kW (557 hp), the peak output is 35 kW (47 hp) above that of the AMG GT S and 20 kW (28 hp) below the Mercedes-AMG GT R. The maximum torque of 680 Nm is available from 1900 to 5750 rpm. The sprint from 0 to 100 km/h is absolved in 3.7 seconds, and this fulminating acceleration continues until the top speed of 316 km/h is reached.

The eight-cylinder engine thrills with its immediate response, a linear, finely controllable power delivery and powerful acceleration in all rpm ranges. The AMG 4.0-litre V8 comes with well-proven twin turbocharging, with the two chargers not located outside on the cylinder banks, but rather between them in the V of the cylinders. The advantages of the "hot inner V" are a compact engine design, spontaneous response from the turbochargers and lower exhaust emissions thanks to optimum air flow for the close-coupled catalytic converters.

### **Also adapted: the dual-clutch transmission**

The developers have also adapted the seven-speed dual clutch transmission in a transaxle arrangement at the rear axle to the new power level of the Mercedes-AMG GT C by modifying the hardware and software. The first gear of the AMG SPEEDSHIFT DCT 7-speed sport transmission has a higher ratio, while seventh gear and the final drive have a lower ratio. This makes for even more agile acceleration and very fast responses to sudden accelerator movements.

The driver is able to set the AMG GT C to his/her individual requirements using the AMG DYNAMIC SELECT Controller. The three transmission modes "C" (Comfort), "S" (Sport), "S+" (Sport Plus) and the individually programmable set-up "I" (Individual) allow a broad range of driving experiences from comfortable to very sporty.

### **Key parameters are modified - such as the response of the engine, transmission, suspension, steering and ESP®.**

"Comfort" is the well-balanced transmission mode with a comfort-oriented suspension and steering set-up, as well as a fuel-efficient powertrain configuration and early upshifts – including smooth gear changes and a discreet engine sound.

ECO start/stop function and coasting function activated: when the driver releases the accelerator in a speed range from 60 to 160 km/h, the engine is disengaged from the drive system. The electronics reduce the engine speed to idling level, and motion resistance is reduced by the compression and frictional forces of the engine in overrun mode.

The DYNAMIC SELECT "Sport" and "Sport Plus" transmission modes are designed for high vehicle dynamics. This results from an agile accelerator pedal characteristic with direct set-up and emotively appealing shift operations with shortened shift times and double-clutching function on downshifts. The increased idle speed in "Sport Plus" mode additionally enables the vehicle to move off particularly quickly while ensuring faster acceleration from rest.

"RACE" mode is additionally available for the Mercedes-AMG GT C. This mode optimally adjusts the shift strategy of the dual clutch transmission to the needs of the race track – including very fast shift speeds and a highly emotive engine sound.

By pressing the separate "M" button in the centre console, the driver can activate the manual transmission mode in any drive mode to change gear using the steering-wheel shift paddles. The suspension set-ups can also be selected if desired.

### **Pure sound: the AMG Performance exhaust system**

The AMG GT C is equipped with the AMG Performance exhaust system as standard to produce an even more emotive sound experience. Two variably adjustable flaps modulate the exhaust note of the Mercedes-AMG GT C authentically and directly. The flaps open and close depending on the selected AMG DRIVE SELECT mode, although they can also be controlled individually using a separate button in the AMG DRIVE UNIT. In the "Comfort" and "Sport" settings, the low-frequency sound typical of a V8 is designed for comfort. In "Sport Plus" and "RACE" modes, meanwhile, the sound composition is far more emotive.

### **RACE START now even easier**

The RACE START function in the AMG GT C has new, greatly simplified control logic: in Sport, Sport Plus or RACE mode, all the driver has to do is press the brake pedal forcefully with their left foot and simultaneously fully depress the accelerator pedal with their right foot.

The on-board electronics will then set the optimum engine speed. Depending on requirements or the road surface conditions, the engine speed can be increased or lowered in a certain range by activating the shift paddles. If the driver now takes their foot off the brake pedal, the AMG GT C will accelerate from rest with optimal traction. The AMG GT C then completes the sprint from 0 to 100 km/h in 3.7 seconds.

## Suspension

### Borrowed from motorsport

The AMG sports suspension likewise confirms the motor racing heritage of the new AMG models. Wishbones, steering knuckles and hub carriers on the front and rear axles are made entirely from forged aluminium to reduce the unsprung masses. In addition, the wheels are located by double wishbones. The resulting camber and track stability allows high cornering speeds while giving the driver optimum, highly precise road feedback right up to the very high critical cornering limits.

The Mercedes-AMG GT C is equipped with the AMG RIDE CONTROL sports suspension with Adaptive Damping System as standard. The electronically controlled system automatically adapts the damping on each wheel to the current driving situation, speed and road conditions.

What is more, the customer can set the adaptive damping in three stages – Comfort, Sport and Sport Plus – to choose between relaxed comfort on long journeys and maximum sportiness. The rebound and compression levels are adjusted independently of each other, and the freely programmable characteristics map permits a wide spread between the minimum and maximum damper force. The difference between the comfortable and sporty suspension setting is thus more refined and is subjectively even more perceptible – depending on the particular driving situation.

### **Even greater agility: active rear-wheel steering from the AMG GT R**

As standard the new Mercedes-AMG GT C responds even more sensitively thanks to the active rear-wheel steering that made its debut in the Mercedes-AMG GT R. The system offers an ideal combination of agility and stability - handling characteristics that are normally in direct conflict.

Up to a speed of 100 km/h, the rear wheels point in the opposite direction to the front wheels. The Mercedes-AMG GT C turns into corners with significantly higher agility as a result, delivering even more driving pleasure and requiring less steering input. Under everyday driving conditions, the driver also benefits from a smaller turning circle, such as when turning or parking.

Once the speed of the AMG GT C exceeds 100 km/h, the system turns the rear wheels in the same direction as the front wheels. This noticeably improves handling stability. At the same time, the lateral force on the rear wheels builds up considerably faster on changes of direction, this speeding up the response to the steering. The driver also notices the high grip and stability of the Mercedes-AMG GT C during rapid changes of direction, without the usual tendency for the rear to break out.

### **Standard equipment: rear-axle limited-slip differential**

As standard, the AMG GT C is equipped with an electronically controlled locking differential at the rear axle (Mercedes-AMG GT: mechanical locking differential), which is integrated into the compact transmission housing. Its sensitive and fast control raises the critical limit of vehicle dynamics to a new level. It not only further improves the traction of the drive wheels, but also increases the critical cornering speed.

This ensures that the driver is able to accelerate out of corners earlier and with more power thanks to the improved traction. The car remains more stable when braking from high speeds, and the limited-slip differential also improves traction when moving off. The greatest benefit of the electronic rear-axle limited-slip differential is the even more sensitive and proactive control, which pushes the thresholds higher and makes it even easier to drive at the vehicle's limits. To deliver optimum cooling, the housing of the limited-slip differential has additional cooling fins.

### **Direct and with clear feedback: AMG speed-sensitive sports steering**

The electromechanical speed-sensitive sports steering has a variable ratio in the AMG GT C. It stands out thanks to the AMG-specific rack-and-pinion ratio with its precise, highly authentic feedback. The clearly defined centre bearing and authentic feedback likewise contribute to the optimum steering feel.

### **Good sensitivity and fade-resistant: the high-performance compound braking system**

The large high-performance compound braking system decelerates the performance car reliably and quickly, and is fade-resistant even under high loads. The AMG GT C has internally ventilated and perforated compound brake discs in size 360 x 36 mm with six-piston fixed callipers on the front axle and in size 360 x 24 mm with single-piston floating brake callipers on the rear axle. The AMG GT C is fitted with even larger compound brake discs on the front axle in size 390 x 36 mm.

The AMG GT C also come with the option of the AMG Carbon Ceramic braking system, at an additional cost, with brake discs in size 402 x 39 mm on the front axle and 360 x 32 mm on the rear axle as well as specially painted brake callipers with "AMG Carbon Ceramic" lettering. Exceptionally short stopping distances, a precise pressure point and outstanding resistance to fading even under extreme operating conditions - the AMG ceramic high-performance compound braking system offers motorsport-like braking performance and weighs around 40 percent less than conventional compound brake discs.

## More safety and driving enjoyment: three-stage ESP®

The three-stage ESP® allows significantly enhanced vehicle dynamics and driving enjoyment in ESP® Sport Handling Mode and with the ESP® OFF setting. The specific traction logic is active at all times: when a driven wheel starts to lose traction, ESP® applies the brakes in a targeted way for optimum transfer of the engine output to the road.

In this way, the three-stage ESP® provides additional safety or more fun at the wheel to suit requirements.

- ESP® ON: for a high level of safety by adapting to the sporty character of the car
- ESP® Sport Handling Mode: allows wider yaw angles before system intervention for a sporty driving style
- ESP® OFF: system deactivated for a sporty driving style on closed circuits. During hard braking ESP® is switched back on temporarily.

## The Mercedes-AMG GT C at a glance:

	Mercedes-AMG GT C
<b>Displacement</b>	3982 cc
<b>Output</b>	<b>410 kW</b> (557 hp) at 5,750 – 6,750 rpm
<b>Peak torque</b>	680 Nm at 2,100 – 5,500 rpm
<b>Fuel consumption NEDC combined</b>	12.5 l/100 km
<b>CO<sub>2</sub> emissions</b>	284 g/km
<b>Acceleration 0-100 km/h</b>	3.7 s
<b>Top speed</b>	316 km/h
<b>Price (OTR without Insurance)</b> <i>*Price is with 0% GST, subject to change upon implementation of SST.</i>	RM1,461,605.60

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**NOTE: Photos are available for download at the following link:**

<http://mb4.me/MBMDreamCars2018>

## **About Daimler**

Daimler AG is one of the world's most successful automotive companies. With its divisions Mercedes-Benz Cars, Daimler Trucks, Mercedes-Benz Vans, Daimler Buses and Daimler Financial Services, the Daimler Group is one of the biggest producers of premium cars and the world's biggest manufacturer of commercial vehicles with a global reach. Daimler Financial Services provides financing, leasing, fleet management, insurance and innovative mobility services.

The company's founders, Gottlieb Daimler and Carl Benz, made history with the invention of the automobile in the year 1886. As a pioneer of automotive engineering, Daimler continues to shape the future of mobility today: The Group's focus is on innovative and green technologies as well as on safe and superior automobiles that appeal to and fascinate its customers. For many years now, Daimler has been investing continually in the development of alternative drive systems with the goal of making emission-free driving possible in the long term. So in addition to vehicles with hybrid drive, Daimler now has the broadest range of locally emission-free electric vehicles powered by batteries and fuel cells. This is just one example of how Daimler willingly accepts the challenge of meeting its responsibility towards society and the environment.

Daimler sells its vehicles and services in nearly all the countries of the world and has production facilities on five continents. Its current brand portfolio includes, in addition to the world's most valuable premium automotive brand, Mercedes-Benz, the brands smart, Freightliner, Western Star, BharatBenz, Fuso, Setra and Thomas Built Buses. The company is listed on the stock exchanges of Frankfurt and Stuttgart (stock exchange symbol DAI). In 2013, the Group sold 2.35 million vehicles and employed a workforce of 274,616 people; revenue totaled €118.0 billion and EBIT amounted to €10.8 billion.

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## **Equipment included in the vehicle price:**

<b>Drive Systems / Safety Systems</b>
<ul style="list-style-type: none"><li>• AMG SPEEDSHIFT 7G-DCT</li><li>• AMG RIDE CONTROL suspension</li><li>• AMG DYNAMIC PLUS package</li><li>• AMG electronic rear-axle limited-slip differential</li><li>• Active dynamic engine mount</li><li>• Rear-axle steering</li><li>• Type pressure monitoring system</li><li>• Interior motion sensor</li><li>• Anti-theft alarm system</li><li>• PRE-SAFE® system</li><li>• Automatic front passenger airbag deactivation</li></ul>
<b>Multimedia Systems</b>
<ul style="list-style-type: none"><li>• COMAND Online</li><li>• DVD player</li><li>• Burmester sound system</li></ul>
<b>Exterior Features</b>
<ul style="list-style-type: none"><li>• AMG exterior night package</li><li>• 50.8 cm (20-inch) AMG 5-twin-spoke light-alloy wheels</li><li>• Red-painted brake callipers</li><li>• LED high performance headlamps</li><li>• Adaptive highbeam assist</li></ul>
<b>Interior Features</b>
<ul style="list-style-type: none"><li>• AMG Line interior</li><li>• Panoramic sunroof</li><li>• AMG Performance steering wheel in black DINAMICA microfibre</li><li>• AMG matt carbon-fibre trim</li><li>• AMG Performance seats</li><li>• designo headlining in black DINAMICA microfibre</li><li>• driver's seat electrically adjustable with memory function</li><li>• Seat Belts In Red</li><li>• Ambient lighting</li><li>• AMG door sill panels in brushed stainless steel with "AMG" lettering, illuminated</li><li>• Double cup holders</li><li>• Armrests for seats in passenger compartment</li></ul>
<b>Comfort &amp; Assistance Systems</b>
<ul style="list-style-type: none"><li>• THERMOTRONIC luxurious automatic climate control</li><li>• Lane Keeping Assist</li><li>• Blind Spot Assist</li><li>• Reversing camera</li><li>• Interior and driver's ext mirror automatically dimming</li><li>• HANDS FREE ACCESS</li><li>• KEYLESS-GO</li><li>• Heated front seats</li></ul>