The personal rewards of striving to be the best are even more meaningful in the development of young people than they are for automobiles. Instilling the values of leadership, goal-setting, discipline and teamwork in youth is an investment in everyone’s future. It’s why Mercedes-Benz USA is collaborating with the Laureus Sport for Good Foundation, with an ongoing commitment to train and place hundreds of coaches for after-school and in-school sports programs in communities around the country. Sports offer kids more than the chance to be physically active and have fun. It’s also an opportunity to have a mentor who can guide them, help them learn how to deal with major life issues, and help them grow stronger not just physically but in their character. As a Mercedes-Benz driver, you become a part of this effort to give hundreds of thousands of kids a better life today, and all of us a brighter tomorrow.

Learn more about how Mercedes-Benz USA believes in giving back at MBUSA.com/community.
Standard and available equipment may vary by model. Please see back of brochure.
It comes from the red-hot glow of a brake as it’s pushed to shed extreme speed at an exceptional rate. And from the glow in a driver’s face on the victors’ podium. It’s in the split second when braking into a corner becomes an instant shift of weight, gears and powering out. The half-century of transforming refined sedans into superlative racecars. And the years developing an all-new sports car from the ground up.

To anyone who works at AMG, it’s all just part of living and learning. Every force that gets endured. Every rev that’s wrong out—and that rings out. Every component that’s tested to the limit, and then redesigned to raise the limit. Any fraction of a second shaved, each lap run, and every race won. Everything that AMG learns goes back into everything AMG makes, and makes better.

Track record.
The result of collected learning is summed up best in another word: experience. It’s more than the wisdom that AMG uniquely brings to the table—or more accurately, the track, or a showroom. It’s also what the racers at AMG bequeath to you, the AMG driver: an unmatched experience you can relish every time you get behind the wheel.

Performance is more than power. It’s the power to overcome conflict—turning opposing forces, competing factors, and mutually exclusive goals into collaborating partners.

It’s the torrential pull of an engine that’s crafted by the hands of a single meister, in a core AMG tradition. It’s unruffled agility, unyielding strength, and unfading stamina. It’s the center of gravity lurking down as the power-to-weight ratio towers above. It’s the euphoria of ideal balance, and an ideal balance of credentials and character. In specs, in sounds, and in sensations, the magic that comes out of a Mercedes-AMG is the irrefutable proof of what goes into it.
KEY FEATURES

POWER

Competition-proven power brings technology developed for Formula 1™ and GT3 racing to the street. A rear-mounted transaxle helps put all that power brilliantly to the pavement.

- Handcrafted AMG V8 biturbo engine
- Twin “hot inside V” turbochargers
- AMG-patented NANOSLIDE® cylinder-wall technology
- High-pressure dry-sump lubrication
- AMG Sport or Performance Exhaust System*
- Rear-mounted AMG SPEEDSHIFT® DCT 7-speed

HANDLING

Dynamically ideal weight distribution and a track-tuned chassis collaborate to conquer corners. Multiple drive modes let the driver fine-tune the car to the driving situation.

- AMG DYNAMIC SELECT drive modes
- Under-9-lb carbon fiber driveshaft
- Dynamically ideal 47:53 front/rear weight distribution
- 3-stage AMG RIDE CONTROL Sport Suspension*
- Electronic® limited-slip differential
- 9-mode AMG Traction Control (GT R Coupe)

DESIGN

Aggressively aerodynamic coupe and roadster bodies are proportioned to reflect the balanced power within. The cockpit is designed to help the driver celebrate it.

- Lightweight, rigid 90% aluminum body and spaceframe
- 19” and 20” AMG® wheels*
- Active aerodynamics with AIRPANEL air-intake curtains
- AMG Panamericana grille
- LED high-performance headlamps and taillamps
- Carbon Fiber, Night and Aerodynamics Packages*

LUXURY

The exquisitely crafted two-seat cabin offers an exceptional degree of personalization in colors, materials and finishes. The high-end amenities are worthy of a true GT sports car.

- Heated power AMG Performance seats with memory
- An array of Nappa leather upholstery and trim choices*
- Dual-zone climate control
- AIRSCARF® neck-level heating (roadsters)
- Two options in Burmester® surround sound*
- Hundreds of possible color and trim combinations

TECHNOLOGY

User-friendly innovations help keep you connected, engaged and entertained. Intuitive controls help you stay in command of your car and in touch with your world.

- COMAND® with 8.4” color screen, touchpad controller and navigation
- AMG Track Pace App for Apple iPhone®
- mbrace® with Mercedes me smartphone app featuring Valet Protect, plus in-car Internet, and 4G LTE WiFi*
- KEYLESS-GO® with HANDS-FREE ACCESS®

*Optional or not available on some models. Please see back of brochure.
With a hood reaching six feet forward, and shoulders to match, the AMG GT’s athletic shape seduces even before you know what lies within. But remove its shell—sculpted from slightly over 500 pounds of aluminum, magnesium and a trace of steel or polymer depending on body style—and you’ll see the reason for the car’s epic proportions.

**Enlightened lightness.**
Freed from an oil pan, the dry-sump V8 is set 2.2” lower and behind the front axle. The dual-clutch 7-speed transaxle and limited-slip differential are housed together at the rear axle. A carbon fiber driveshaft weighing under 9 lbs sends the engine’s power aft from inside a rigid “torque tube” made of lightweight aluminum on most models, or even lighter carbon fiber on the GT R. The net benefit can be summed up in a single spec: a dynamically ideal 47:53 front/rear weight distribution that, once you know it, cannot be “unseen” in the seductive body.

The AMG GT is engineered to omit excess weight in the first place, and to locate every ounce that remains in the right place—to lower the center of gravity, raise rigidity, and improve balance along any axis. Each wheel is suspended by forged aluminum double wishbones and hub carriers. Coil-over shocks—hub-mounted at the rear—team with parallel upper and lower arms to keep handling predictable and crisp, even during extreme maneuvers. And with AMG RIDE CONTROL,* you can tune the 3-stage adaptive damping to suit spirited cruising, intense cornering, or to revel in a powerful harmony of confidence and composure.

Every element of the chassis helps optimize weight, balance, agility and feedback. Even the brake calipers are oriented toward the car’s center.
Even though it’s a fresh new creation, the 4.0L AMG V8 biturbo engine’s innovations are rooted in a rich racing history. From its design to the handcrafting of each engine by its own master technician, it adheres to principles that have driven AMG to victory in Formula 1, the DTM and GT3.

AMG patented NANOSLIDE® technology—developed for F1—uses an electrical arc to plasma-spray the cylinder walls. It creates a mirror-smooth, ultralow-friction surface that’s also twice as hard as steel. Cylinder bores are honed with a dummy head bolted on, for an ideal fit of the forged pistons and low-friction rings. A sand-cast aluminum block, zirconium-alloy heads, and a variety of composite and magnesium components combine efficiency with enduring strength and a best-in-class 461-lb dry weight.

“Hot inside V.” Its racing blood courses from intake to output. Twin, quick-spooling turbos are nested in the “hot V” between the cylinder banks, shortening their pumping paths to cut pressure loss and lag. High-pressure dry-sump lubrication can pump the entire 9.5 quarts of motor oil from the external reservoir through the V8 in 2.2 seconds, even under extreme cornering g-forces. Engine oil, transmission fluid and differential gear oil each have a dedicated cooling circuit. Yet another can route 110 gallons/minute through the twin intercoolers, rapid-chilling the compressed charge to maximize density as it enters the combustion chambers. And the AMG Performance Exhaust System* can actively bypass its rear muffler, to unleash snarling revs, open-throttle crescendos, and cracking deceleration.

The AMG GT V8 biturbo engine, developed from the proverbial clean sheet, is the first to pair dry-sump lubrication with a “hot inside V” turbo setup.
SINGULARITY AND ONENESS

The difference between a racing car and a sports car probably needs no explanation. For example, you can’t drive to work or the Saturday coffee-shop cruise in a GT3 car. You can bring a display of its technology, however, in your AMG GT. Much of what a street-going GT has in common with a racing GT is also what sets it apart from other sports cars: the sum of its capabilities, the multiplicity of choices, and how driver and car feel indivisible from behind the wheel.

Outfitted to fit you.
Handcraftsmanship is a more than an AMG tradition; it’s a core competency that goes far beyond “One Man—One Engine.” The high-caliber handwork in the GT cockpit is a mark of distinction as well as a method that allows extraordinary personalization. The racing-style AMG Performance seats can be hand-fitted in a wide array of upholstery—each featuring lavish DINAMICA microsuede, supple Nappa leather, or both. Colors range from subtle Macchiato Beige to warm Saddle Brown to spicy Red Pepper, in a variety of stitching patterns and colors. Console trim, seat belt and steering wheel options further tailor the look and feel of your AMG GT to you. Factor in a spectrum of gloss and matte paintwork, and as many as six choices in wheel design and color—not to mention the five coupe and roadster models—and it’s easy to create a car that’s 100% you. Though even before you check a single box on an order form, an AMG GT is a sports car of singular character.

The union of values inherent in the name Mercedes-AMG is perhaps most evident where an AMG GT meets its driver.
Right side of the tracks

To describe the AMG GT chassis, try “direct.” That’s how it feels. How it communicates with the driver. And because its principles and technology come directly from the track—the right side, the hard left, and every angle in between.

**HIGH-CALIBER CALIPERS**
Massive 6-piston calipers grasp the front brake discs with stronger, more even grip, to shed speed and heat with racing-proven expertise. Discs range from 14.2” composite to 15.4” composite or carbon-ceramic.*

**DYNA M I C D A M P I N G**
With three selectable modes, AMG RIDE CONTROL* electronically adapts the damping rates at different thresholds of wheel motion, lateral g-forces and speed. Magnetorheological engine and transaxle mounts* can stiffen progressively and individually.

**CERAMIC COMPOSITE DISCS**
Bronze-painted calipers identify the track-proven performance of the AMG High-performance Ceramic Composite Braking System.* Harder, longer-wearing and more fade-resistant, carbon-reinforced ceramic discs are 40% lighter than conventional steel discs.*

**SPEED-SENSING STEERING**
Mounted to a rigid, lightweight subframe, the rack-and-pinion steering’s variable ratio assures precise response and clear feedback from hard corners to minor adjustments. Speed-sensing hydraulic power assist optimizes effort and feel in varying conditions.

* Optional or not available on some models. Please see back of brochure.
Unrivaled siblings. The four coupes of the AMG GT family may show some brotherly rivalry, but when the competitive spirit is the very core of your being, it’s only natural. Each model offers its own take on the reinvention of the pure sports car, while sharing the basic formula of light weight, seamless biturbo V8 power, and ideal balance. The 469-hp GT Coupe can sprint to 60 mph in 3.9 seconds. It’s equipped with staggered-width 19” AMG® wheels, a free-flowing AMG Sport Exhaust, and a mechanical limited-slip differential. The GT S Coupe turns its 515 hp into 0–60 in 3.7 seconds. Its wheels are staggered in diameter as well as width: 19” up front and 20” at the rear. A variable-path AMG Performance Exhaust System, composite brakes, lightweight lithium-ion battery and electronic limited-slip diff make light work of its massive torque. Next up the line is the new GT C Coupe, with 550 hp taking it to 60 in 3.6 seconds. Its widened body conceals active rear-wheel steering and the sharpened performance parks of the AMG DYNAMIC PLUS Package—including a wider power band and dynamic engine and transmission mounts—standard. And at the top of the line is a new king of the ’Ring: the 577-hp GT R Coupe. Targeted weight savings from a carbon fiber torque tube and body bracing, forged wheels, a thin-wall exhaust and even a lightweight audio system team with 9-mode traction control and enhanced aerodynamics for Nürburgring-proven performance—starting with 0–60 mph in a 3.5-second flash.

Design purity. Every detail that’s sculpted into the GT’s body serves a purpose—every curve, flare and crease, every airfoil and spoiler, each intake, vent or diffuser. The most frequent reason is to harness the airflow to reduce drag, heighten stability, channel vital air to feed the powertrain or help to cool the running gear, or draw air away in the most efficacious manner possible. Active aerodynamics include AIRPANEL curtains that can close off the outer front intakes to cut drag, or open them to send air to the front Fifty engineers—including AMG race drivers—flogged, flailed and fine-tuned 100 prototypes up 11,000-ft Utah mountains, at –22°F Swedish sunrises, through 122°F Death Valley heat, and over 21,000 miles on the Nürburgring Nordschleife.
You may feel it in moments of elation or years of enjoyment, but the motorsports soul of an AMG GT will send your heart racing.

wheel arches. The front apron is designed to enhance downforce, as is an active rear spoiler* that extends at varying speeds depending on the driving mode. A fixed rear wing and more aggressive front splitter are available for even greater effect. And the new AMG Panamericana grille—a row of 15 chrome uprights, each one tensed like an archer’s bow—freely draws in air while directly tracing a line to two legends of motorsports: the 300SL that won 1952’s Panamericana Mexico road race, and the AMG GT R racer that’s currently gathering trophies for teams around the world. Low in weight, high in style. Designed to set the class benchmark, the body structure achieves high longitudinal and torsional rigidity while weighing just slightly more than 500 lbs. More than 90% of the material mix is aluminum, with a few key components of other materials chosen for their optimal strength-to-weight ratio. The radiator support is made of ultralight magnesium, while high-strength steel was found to be ideal for the rear decklid. Along with a spectrum of gloss and matte paintwork, the palette of personalization options includes as many as six wheel designs—including cast and forged-alloy wheels in silver, titanium or black—and exterior styling packages that render key elements in dramatic gloss black, genuine carbon fiber, or a combination of both. Crafted around the driver. Twin AMG Performance seats are modeled after racing shells, with integrated head restraints, and prominent side bolsters you can power-adjust for optimal support. They’re divided by a wide, highly functional center console with eight round controls arranged in a “V” pattern. Among them is a rotary knob for AMG DYNAMIC SELECT, whose multiple modes set up the throttle mapping, steering effort, shifting behavior and more—including options for the AMG RIDE CONTROL Sport Suspension and the AMG Performance Exhaust’s sound. Other buttons let you control several of these on their own, so it’s easy to flush the exhaust note in your cul-de-sac, or engage manual shifting instantly and independently. Up to six trim options are available, from gloss or matte carbon fiber, to silver fiberglass, to a new Interior Night Package that echoes key cockpit accents in a gloss black finish. Crisp analog instruments and vivid color screens deliver critical performance data and clear entertainment and navigation at a glance. The menu screen between the gauges is driver-scrollable via buttons on the steering wheel. Its readouts can offer such performance info as turbo boost, oil temperature, and a RACETIMER. Depending on your model and its options, the thick, flat-bottom steering wheel can be hand-stitched in Nappa leather, grippy DINAMICA microsuede, or a combination of both. Shift paddles await your fingertip commands from behind the side spokes. Along the centerline of the console are the AMG E-SELECT lever—a gear selector artfully sculpted from leather and aluminum—and the touchpad/rotary controller for the many features displayed on the 8.4” central COMAND® screen: navigation, comfort settings, and audio options. Two Burmester® sound systems are available: a 10-speaker, 640-watt Surround Sound system, or the 11-speaker, 1,000-watt High-End Surround Sound system™ that combines analog and digital signals for incredibly lifelike audio.

Sharped eyes on any road. On the road as in racing, safety and performance are companions, not combatants. The stylish LED headlamps also integrate quick-responding active cornering lamps. Standard driver assists include COLLISION PREVENTION ASSIST PLUS®, ATTENTION ASSIST®, PARKTRONIC® and a rearview camera.12 Blind Spot® and Lane Keeping® Assists are also available. And the AMG DYNAMIC PLUS Package further sharpens handling with special damping, steering and front-wheel camber settings, as well as dynamic engine and transaxle mounts. Filled with magnetoreological fluid, they can progressively stiffen to enhance precision during extreme maneuvers, yet offer smooth refinement in everyday driving.

Without racing, there would be no AMG. That said, with more driver titles and brand championships in the DTM and Formula 1,® can anyone imagine racing without AMG?

*Optional or not available on some models. Please see back of brochure.
Born in the Green Hell. There may be no racetrack that tests the mettle of a sports car as vigorously as Germany’s Nürburgring. Nicknamed “the Green Hell,” it’s where automakers and the motoring press go to get the most brutally honest evaluation of a car’s capability. And it’s where one publication drove the new Mercedes-AMG GT R to an all-time ‘Ring record for a street-spec rear-wheel-drive vehicle—condensing 50 years of AMG motorsports success into 7 minutes, 10.92 seconds.

Greenlighted for the street. Developed to be the purest distillation of GT3 racing technology in roadworthy— and street-legal—form, the AMG GT R is the most formidable member of the AMG family. Its biturbo power is further boosted. Strategic use of carbon fiber trims its already light weight. Its active aero expands its ability to turn airflow into downforce. It even steers with all four of its wheels. It’s a sports car engineered not just to outrun other cars, but to run rings around them.

With a record-setting lap of the notorious Nürburgring, the AMG GT R celebrates 50 years of turning Mercedes-Benz automobiles into racing champions and street superheroes.
Using the expertise honed over half a century of racing, the AMG GT R slices the wind, carves through curves and cleaves to pavement—without cutting corners along the way.

Power to spare, and to share.
Numerous refinements extract even more performance from the compact, handcrafted AMG biturbo V8. Max turbo boost is raised to 19.8 psi. Wastegates, combustion chambers and exhaust ports are redesigned. A lightened, dual-mass flywheel and remapped throttle quickens response. Peak power grows to 577 hp, while 0–60 shrinks to 3.5 seconds, but that’s only the start of the story.

A new AMG Track Pace App™ lets you tell the rest yourself. It lets you store, study and share your performance driving data™ via your iPhone. You can shoot video too, with the iPhone or a compatible GoPro® camera. It’s standard with every 2018 AMG GT, but as with every measure of performance, it’s best exemplified by the GT R.

Reducive reasoning. Where and how the GT R saves weight is as impactful as how much. Beyond its forged wheels, its AMG Carbon Composite brakes1 and carbon fiber torque tube each weigh 40% less than conventional components. Thin-wall stainless steel and titanium out 1.5 lbs from its AMG Dynamic Performance Exhaust. Carbon fiber body bracing boosts torsional rigidity by 7.5% even while reducing weight. A carbon fiber roof panel helps lower the car’s center of gravity. And even with its widened body, supersized tires and large, manually adjustable rear wing, the GT R achieves a lower drag coefficient than its siblings. A carbon fiber underbody fairing enhances active aero even further. It can lower by 1.5” at higher speeds, for a venturi effect that helps draw the car more firmly to the road.

TORRENT OF TORQUE
Larger turbos, nestled between the cylinder banks of the AMG V8, help boost output to 577 hp. A plaque on the carbon fiber engine cover bears the signature of the its handcrafter. Inside a lightened carbon fiber torque tube, a carbon fiber driveshaft sends 516 lb-ft of peak torque to the rear-mounted transaxle and electronic limited-slip differential. Together they help create the 47.53 front-to-rear weight distribution that’s deemed ideal for a car in motion.

GRIP WITH A TWIST
No matter how much control is engineered into a sports car, the driver is its master. A new level of driver control is afforded by the 9-mode AMG Traction Control system. The twist of a knob in the central dash—its bright yellow color a GT R signature—lets you adapt the car’s traction and stability systems to suit changing conditions. From damp pavement to dry, and as launch and cornering situations vary, the progressively illuminated knob offers precise control.1

TURNS FOR THE BETTER
Forged-alloy 19” front and 20” rear AMG® wheels—in any of three styles—reveal the yellow calipers of the standard AMG High-performance Composite brakes. Optional AMG Ceramic Composite brakes feature bronze-painted calipers. Active rear-wheel steering uses electromechanical actuators to apply up to 1.5° of toe change—opposite the front wheels for added maneuverability under 62 mph, or in phase at higher speeds to elevate stability, grip and steering feel.
Untapped speed.
How do you make a pure sports car even more pure? Just add sky. Two new AMG GT roadsters open up additional dimensions in one of the most multifaceted and multi-talented performance cars ever under the sun. And they do it without sacrificing the acclaimed traits of their hardtop siblings—from their sub-four-second 0-to-60 times to the ideally balanced, highly rigid and lightweight construction. Also present and ready for action: A handcrafted, front-mid-mounted V8 biturbo engine. A dual-clutch AMG SPEEDSHIFT® 7-speed. And an exquisite two-seat cockpit—only now you get to take in the breeze while hearing your GT storm to speeds well beyond gale force.13

Each of the two roadster models takes the car’s track-born formula on its own tack. The 469-hp AMG GT can rush to 60 mph in 3.9 seconds. If that spec sounds familiar, it’s because the roadster gains little weight over the corresponding coupe. Staggered-width 19” AMG® twin 5-spoke wheels14 cap a staggering list of hardware: A high-flow AMG Sport Exhaust System. A 4-wheel double-wishbone AMG Sport Suspension rich in forged aluminum components. The AMG High-performance Braking System with perforated and ventilated 14.2” discs and silver-painted 6-piston front calipers. And a mechanical limited-slip differential.

The GT C Roadster reveals its racing roots even more intensely, with 550 hp thrusting it to 60 mph in 3.7 seconds. Its AMG twin 5-spoke wheels are staggered in width and diameter: 9.5 x 19” at the front axle, and an incredible 12.2 x 20” under rear fenders with a 2.25” wider wingspan. The adaptive AMG RIDE CONTROL Sport Suspension and AMG Dynamic Performance Exhaust each offer you a choice of modes. Composite brakes feature 15.4” front discs and red calipers. And with active rear-wheel steering, electronic control of its limited-slip diff, and the AMG DYNAMIC PLUS Package standard, the GT C applies its 502 lb-ft of peak torque with poise and determination.

Openly seductive.
Purpose and proportion drive the design of the AMG GT, perhaps even more so for the roadsters than the coupes. Top–up or in open-air format, the six-foot-long hood dominates the profile and celebrates the dynamically ideal balance of the drive-train layout. Up front, the Panamericana grille and LED headlamps lure every eye to the “twin power dome” hood. The deep front apron with its “A-wing” design, large intakes and prominent front splitter brilliantly manages airflow to optimize breathing, cooling and aerodynamics. AIRPANEL active curtains close the outer intakes to reduce drag, or open as needed to route cooling air to the front wheelwells. Active aero offers benefits at the rear of the car as well, with a speed-dependent spoiler that rises from the decklid to enhance the downforce at the rear axle.

Along with its widened rear shoulders, the GT C is distinguished by its side sill flares, vertical swages behind the rear wheels, a vent between the taillamps, and a double diffuser beneath the rear valance. All are functional—aerodynamically designed to enhance roadholding and heat dissipation.

From its handcrafted power to its perfect proportions, the AMG GT roadster matches the purity of a sports car with the clarity of a racing champion.
Hidden strength. Beneath its serious shape, the AMG GT roadster body is engineered from road to roll bars to assure excellent rigidity and a level of occupant protection expected of a sports car with the Star in its grille. While its integrated spaceframe and body are composed nearly entirely of aluminum, key components are tailored to the needs of a convertible without sacrificing the car’s signature lightness and balance. The side sills have more structural cells and thicker walls. Strategic reinforcements help brace the dash and front bulkhead, the rear suspension towers, and the rear cabin wall, where the dual tubular roll bars are mounted. Advanced composites and adhesives offer added crash protection in key areas like the front crumple zone. And the rear decklid, which need not support a window as in the coupe, uses an ultralight Mercedes-AMG-developed combination of carbon fiber and Sheet Molding Compound.

The power top is finely tailored from three layers. Rich fabric in any of three colors complements the many gloss and matte paint options. A black fabric or DINAMICA microsuede headlining adds to the cockpit’s luxurious feel. Concealed between them is a core that insulates for sound and temperature for coupelike comfort, and a lightweight frame of magnesium, alunnum and steel that lowers in just 11 seconds at speeds up to 31 mph. Top up, the heated glass rear window is flush-bonded for a clean look and clear view, while the front section of the soft top stylishly covers the rear deck with the top lowered.

As many as six cast or forged-alloy AMG® wheel designs, in silver, titanium or black, are available. Styling options let you finish such exterior accents as the front splitter, vent fins and side mirrors in elegant silver chrome, bold gloss black or genuine carbon fiber, with the taillips in chrome or black. Classic cockpit for two. Other than the power top controls and the unlimited headroom they can offer up, the cabin delivers the generous amenities and precise driving controls that make the GT coupes special: deeply sculpted AMG Performance seats with integrated head restraints and power-adjustable bolster, crisp gauges and displays, and the wide, V-shaped console that puts a vast array of performance features at your command. Exclusive roadster appointments include AIRSCARF® – a Mercedes-Benz innovation that can extend top-down driving season by enveloping your neck and shoulders in warmed air – as well as heated seats. As with their coupé brethren, the GT and GT C cabins can be tailored to fit your style in a spectrum of upholstery, stitching, trim and seat-belt color options, as well as two choices per model in the covering – Nappa leather, DINAMICA microsuede, or both – for the AMG Performance steering wheel.

Rule the road, fill the sky. With a touchpad/rotary controller and an 8.4” central screen designed to stay vivid even on sunny, top-down days, standard COMAND® brings a world of high-tech conveniences as close as your fingertips or your voice: GPS navigation, with 3 years of map updates and 5 years of SiriusXM Traffic and Weather service. Audio that includes HD Radio® stations and SiriusXM Radio with a 6-month All Access trial. And numerous comfort settings you can personalize.

Two Burmester® sound systems offer you an alternative to the symphonic exhaust: a 10-speaker, 640-watt Surround Sound system, or an 11-speaker, 1,000-watt digital/analog High-End Surround Sound system. Both adapt to driving speed, ambient noise, and even the position of the soft top. Classic cockpit for two. Other than the power top controls and the unlimited headroom they can offer up, the cabin delivers the generous amenities and precise driving controls that make the GT coupes special: deeply sculpted AMG Performance seats with integrated head restraints and power-adjustable bolster, crisp gauges and displays, and the wide, V-shaped console that puts a vast array of performance features at your command. Exclusive roadster appointments include AIRSCARF® – a Mercedes-Benz innovation that can extend top-down driving season by enveloping your neck and shoulders in warmed air – as well as heated seats. As with their coupé brethren, the GT and GT C cabins can be tailored to fit your style in a spectrum of upholstery, stitching, trim and seat-belt color options, as well as two choices per model in the covering – Nappa leather, DINAMICA microsuede, or both – for the AMG Performance steering wheel.

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The roadsters
Mercedes me makes it easy to stay connected to your car—and to your life. It can make any trip easier, more enjoyable, or more entertaining. And it’ll bring you a world of rewards for being part of the family. Get started at MBUSA.com/mercedesme

Your world is right at your fingertips

From connection to inspiration.

Driving a Mercedes-Benz opens up a world of special benefits. The Mercedes me app on your smartphone teams with five years of mbrace® Connect services—standard.

Together they can keep you in touch with your car, let you remote-control numerous features, and offer you easy access to your dealer, Mercedes Financial account, or even special events and benefits granted exclusively to Mercedes-Benz owners.

The power of a tap, or your voice.

With Mercedes me you can remote-lock/ unlock, locate and monitor your car from your iPhone® or Android™ phone, as well as Google Home or Amazon® Alexa. You can also send a destination directly to your car’s navigation system, get more from its features with helpful how-to videos, and book a service appointment. You’ll enjoy perks at luxury resorts, and get a scoop on sponsored events. You might even find inspiration for some new adventures.

A range of benefits, to better fit you.

From your smartphone and laptop to your real world, you can tailor Mercedes me and mbrace to fit the way you drive, and the way you live. The standard Connect package also puts apps like a fuel price finder in your car’s dash. Three additional packages can enhance your vehicle’s services at your request, place a team of expert concierges at your service, or entertain everyone in your car with online music options and on-board WiFi.

 AMG Driving Academy

Where enthusiasm turns to expertise

Sharing enthusiasm, as closely and as intensively as possible, that’s what the AMG Driving Academy is all about. The program allows performance enthusiasts to live out their passion together with like-minded individuals, on some of the world’s finest racing circuits— including several in the United States. Drivers receive instruction that ranges from basic elements of vehicle control to the high-level training necessary to earn a racing license—all from professional motorsports drivers in production Mercedes-AMG vehicles. A wide range of racecar programs, as well as lifestyle events with unique vehicles at exclusive locations around the globe, deliver genuinely unforgettable experiences. Whether engaging in shothalk in the pit lane before the start, or discussing particularly successful maneuvers after training, the passion for motorsports grows every time it is not just experienced, but shared.

E N D N O T E S

1. Vehicle must be operational and have a current valid registration. See owner’s manual for more information. 2. In some cases, the system may not detect an object if the object is not illuminated or the light is overexposed. 3. The system may not detect all objects or may detect objects incorrectly. See owner’s manual for more information. 4. Always stay focused on the road. 5. Requires support from service providers and may be subject to change. See owner’s manual for more information. 6. Requires compatible Android smartphone. See owner’s manual for more information. 7. Requires a compatible Apple iPhone® smartphone. See owner’s manual for more information. 8. Requires an active SiriusXM Satellite Radio service subscription. See owner’s manual for more information. 9. Requires a SiriusXM Satellite Radio service subscription. See owner’s manual for more information. 10. PARATOUCH is not used for driver attention to the immediate surroundings, as well as any person, animal or vehicle approaching the driver’s viewing angle. See Operator’s Manual for additional information and warnings.

The situations, risks, and conditions presented in this section are not intended to be comprehensive. Always follow your instincts and the advice of your professional driver’s education provider. Vehicle usage is subject to federal, state, and local laws and regulations. You are responsible for being aware of all laws and regulations and for using this product in a safe manner. Always practice safe driving. Do not use this product in a manner that will divert your attention from the safe operation of your vehicle. Always observe posted speed limits. Do not engage these functions while driving, except when parked or in a safe driving environment.