



Mercedes-Benz AMG GT 43-2021





Engine and Transmission

The last time Mercedes-AMG sold something with a '43' badge on its trunk, it had a twin-turbo V6 measuring 3.0-liters. This time around, the displacement remains the same, but instead of those six cylinders being arranged in a V, they're now all in one line and make use of one standard turbocharger and one electric supercharger - or electric compressor - to pump air in down low without any turbo lag thanks to the EQ Boost mild hybrid system. The 3.0-liter I6 produces outputs of 362 hp and 369 lb-ft, with a nine-speed automatic gearbox being the only available transmission.

On start up, stop/start, or any other time the engine is doing something, you won't feel it. We didn't try to balance a nickel on the engine block and turn the key, but we'd bet this vehicle is as close as you can come to completing the feat, originally performed



on Packard vehicles to test the smoothness of the inline motor. You basically hear a click, see the revs rise, and you know the engine is on, that's the only sign.

The I6 has a buzzy sound when pushed, and though the feel of the thrust is very Mercedes-like in its fluidity, it has a gravelly tone that sounds more like an inline four with a plastic cold air intake. It's not a bad sound, just surprising.

But as far as speed goes, you really don't need the V8 unless you're looking to show up at a drag strip on a weekend night and grab some wins. This lesser powered I6 is perfect for your daily travels, with tons of shove to get up to expressway speeds and farther. If you stepped up to the GT 53, with 429 hp and the same engine, we would understand your choice.

The nine-speed is smooth, and shifts come as fast as you'd expect from anything less than a dual-clutch setup. This is a more standard unit with a torque converter, aiding smoothness.





Handling and Driving Impressions

Any AMG-built product needs to live up to the badge and the name. The steering is hefty, which we like, and the ratio seems quick enough for fun on the street. As usual, comfort mode seemed a little too lazy with the throttle and sport plus snapped our heads back every time we hit the gas. Sport is almost always a happy medium, where gear changes happen a little later and the steering takes a little more effort. The GT 4-Door features little buttons attached to the steering wheel. They were the best way to adjust those drive modes, and to quickly switch the exhaust to loud.

Bumps and potholes have a decent "thud" to them. It doesn't feel as harsh as the faster GTs, partially because of the 19-inch wheels with medium profile tires. When you put the bigger wheels on this car, the sidewalls get skinnier. Handling gets better, but comfort gets worse. And if you're going for the medium-grade GT 4-Door, we suggest medium-grade tires.

Generally, cruising is done quietly and easily, with the GT able to eat miles of freeway without any complaint. It's also quick enough to hit holes in traffic when necessary. The lane keeping is adequate though it does sometimes tell you to put your hands on the wheel when they're already there, but on a long trip, it and adaptive cruise control are life savers.





Mercedes-AMG GT 43 Performance

The GT 43 uses the same 3.0-liter turbocharged inline-six as the 53. It also has EQ Boost, more commonly known as a 48-volt mild-hybrid system, augmenting outputs with an extra 21 hp and 184 lb-ft of torque. Not only does this system take the pressure of powering ancillary systems off the engine itself, but the electric motor fills in torque down low, smooths the stop/start system, and the electric system powers an electric compressor that mitigates turbo lag. The result is arguably the smoothest powertrain this side of something wearing a Rolls-Royce badge. It's the same powertrain as you'll find in the GT 53, but with 27 hp and 15 lb-ft less. It still employs the same 4MATIC+ all-wheel drive too, which gives it catlike reflexes off the line and a 0-60 time of 4.8 seconds - four-tenths slower than the 53.

INTERIOR DESIGN





- AUX audio in
- Air conditioning
- Alarm
- Bluetooth system
- CD player
- Climate control
- Cooled front seats
- Cooled rear seats
- Cruise control
- Heated seats
- Leather seats
- MP3 interface
- Moonroof
- Parking sensor rear
- Power locks
- Power seats with memory
- Power windows
- Premium sound system
- Tuner/radio
- Parking sensor front
- Rear camera
- Front camera
- USB
- Paddle shifters
- Heads up display



EXTERIOR FEATURES

- Keyless go
- Spoiler
- 360 Degree camera







SECURITY & ENVIRONMENT

- ABS
- Adaptive lighting
- Airbags (front and side)
- LED headlights
- Xenon headlights
- All wheel drive
- Adaptive cruise control
- Traction control
- Tyre pressure warning system



