



BRABUS®

MEDIA KIT 85e SALON INTERNATIONAL DE L'AUTOMOBILE

World premiere at the 2015 Geneva Motor Show

BRABUS ROCKET 900

The new reference for high performance in the luxury class V12 with 662 kW / 900 hp, 1,500 Nm and a top speed in excess of 350 km/h

BRABUS ROCKET 900 – that is the new reference for high performance in the luxury class, which celebrates its world premiere at the 2015 Geneva Motor Show. BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, internet www.brabus.com) builds this super car based on the new Mercedes S 65.

At the heart of the luxury sedan is the BRABUS ROCKET 900 6.3 V12 Biturbo increased-displacement engine with a peak power output of 662 kW / 900 hp (887 bhp) and a peak torque of 1,500 Nm (1,106 lb-ft).

The power unit in the bow shoots the four-door car from rest to 100 km/h (62 mph) in 3.7 seconds. Top speed is in excess of 350 km/h (217 mph).

Visually the BRABUS super car impresses with a carbon-fiber aerodynamic-enhancement kit, BRABUS "PLATINUM EDITION" 21- or 22-inch wheels and an exquisite two-tone BRABUS fine leather interior.

The BRABUS "iBusiness" infotainment system for the BRABUS ROCKET 900 is based on state-of-the-art components from Apple such as the iPad mini, the Mac mini, iPod touch and Apple TV, which can be controlled with a custom-developed BRABUS Remote app.

The 12-cylinder engine of the S 65 is revised in every detail in the BRABUS engine shop, which is equipped with a state-of-the-art machine park. The installation of a custom BRABUS billet crankshaft with longer stroke in concert with a larger cylinder bore, matching pistons and precision-balanced custom billet connecting rods increases the displacement from 5.5 to 6.3 liters (336 to 384 cubic inches).

Modifications to the engine peripherals also play a large role in the enormous power output. The two production turbos are replaced with turbochargers that have a larger compressor unit and a larger turbine as well as modified exhaust manifolds. Down pipes with a diameter of 80 millimeters (3.1 inches) are also included in the conversion, as is a stainless-steel BRABUS high-performance exhaust system with free-flow metal catalyts and actively controlled butterfly valve.

Just as crucial is a perfect air supply of the engine. To this end, the BRABUS engine specialists developed the BRABUS 900 intake module, which draws its air through an air duct in the hood directly from the radiator grille. The new intake manifold includes a special air filter housing with larger cross-section and special filters as well as "Gold Heat Reflection" sheathing for lowering the temperature.

Precisely programmed mapping for injection and ignition coordinate the perfect interaction of the high-performance components. The result is not only maximum power, but also compliance with the strict limits set by the current EURO VI emissions standards. Technology partner MOTUL supplies the high-tech lubricants for the entire powertrain.

The extensive work performed on the engine results in the BRABUS ROCKET 900 6.3 V12 Biturbo engine delivering unrivalled performance figures: the peak power of 662 kW / 900 hp (887 bhp) is produced at a low 5,500 rpm. Even more massive is the peak torque of 1,500 Nm (1,106 lb-ft) at 4,200 rpm. In the car this figure is limited electronically to 1,200 Nm (884 lb-ft).

The power is channeled to the rear wheels by a seven-speed automatic transmission adapted to the tremendous power output and a BRABUS high-performance limited-slip differential with a locking rate of 40 percent. The transmission can also be shifted manually with the BRABUS RACE aluminum paddle shifters on the steering wheel.

The performance of the BRABUS 900 ROCKET on the road is on the level of a full-blooded top-class sports car. From rest the luxury sedan sprints to 100 km/h (62 mph) in just 3.7 seconds. The sprint to 200 km/h (124 mph) takes a measly 9.1 seconds. Top speed is in excess of 350 km/h (217 mph).

This unique driving experience is accompanied by a subtle or thrilling exhaust note as desired. The BRABUS sports exhaust system with actively controlled butterfly valve enables the owner to actively manage the sound at the push of a button. The button on the steering wheel lets the driver choose between driving the luxury sedan in a subtle and quiet "Coming Home" mode and enjoying a markedly powerful twelve-cylinder sound.

It goes without saying that favorable aerodynamics are crucial at the extremely high speeds so effortlessly attained by the BRABUS ROCKET 900. To minimize aerodynamic lift on the front and rear axle and bring them into perfect balance, the BRABUS designers developed a sporty-elegantly styled bodywork conversion kit. Like in Formula 1 racing, the components are manufactured from carbon fiber and give the luxury sedan a dynamic visual upgrade while optimizing aerodynamic efficiency.

The front bumper of the S 65 is upgraded not only visually with the BRABUS front spoiler lip and the front bumper attachments with a markedly sporty clear-coated carbon-fiber finish. The shape optimized in the wind tunnel also reduces lift on the front axle. This measure contributes to further improved handling stability at high speeds.

The front fenders are upgraded visually with a clear-coated carbon-fiber BRABUS design element. The integrated BRABUS logo is optionally available with lighting, which is activated with the keyless-entry remote or by pulling on a door handle. The BRABUS clear-coated carbon-fiber mirror covers represent a further sporty upgrade of the sides.

The BRABUS aerodynamic-enhancement concept is rounded out with the BRABUS rear spoiler lip and the rear bumper with integrated clear-coated carbon-fiber diffusor and tailor-made cutouts for the BRABUS sports exhausts system with two dual designer tailpipes.

Tailor-made BRABUS Monoblock alloys with diameters of 21 and even 22 inches also play an essential role in the thrilling looks and the even more dynamic and safer handling.

Forged BRABUS "PLATINUM EDITION" wheels of sizes 9Jx21 on the front axle and 10.5Jx21 at the rear are available as a 21-inch tire/wheel combination. Customers can choose from three different designs: mirror-polished Monoblock VI wheels with six double spokes, the Monoblock F cross-spoke styling and the new Monoblock R wheel with dimensionally offset pairs of spokes. High-performance tires from Continental, Pirelli and YOKOHAMA of sizes 255/35 ZR 21 at the front and 295/30 ZR 21 on the rear axle were selected as the perfect rubber.

There is also a 22-inch BRABUS tire/wheel combination. In concert with size 255/30 ZR 22 tires on the front axle and 295/25 ZR 22 tires at the rear, the BRABUS Monoblock G "Platinum Edition" forged wheels of sizes 9Jx22 and 10Jx22 make full use of the available space in the wheel wells.

To be able to enhance the high level of driving dynamics of the high-performance luxury sedan further still, the BRABUS AIRMATIC SPORT unit was developed, a special control module for the air suspension of the luxury sedan. It lowers the ride height of the BRABUS ROCKET 900 by about 15 millimeters (.6 inches) without compromising the outstanding ride quality.

BRABUS is one of the pioneers in the development of innovative, functional and stylishly integrated multimedia systems for cars. The classy ambiance of a BRABUS fine leather interior with perfect finish down to the last detail also allows the stylish integration of a state-of-the-art multimedia system.

The BRABUS ROCKET 900 is also available with the innovative BRABUS "iBusiness" multimedia system. It uses the latest generation of Apple computer technology for entertainment and global communication via phone and internet.

The BRABUS "iBusiness" multimedia system integrates an iPad mini tablet computer perfectly into the rear compartment. To this end, a special center console was developed, which is positioned between the two individual seats in the rear. It features a docking station and holds the tablet securely in place when not in use. It also recharges the battery of the computer.

The iPad mini is not only used for communicating with the outside world. The tablet computer can also be used to control all functions of the BRABUS "iBusiness" system and the COMAND on-board information system. In addition, the mobile computer is connected via InCar hotspot to the Mac Mini, which serves as the host computer.

The ultra-small and yet especially powerful computer is housed securely in a power-retractable drawer tailored to the design of the Mac mini in the trunk of the luxury liner. The BRABUS programmers developed an innovative BRABUS Remote app for the secure communication between the various components of the multimedia equipment.

A 15.6-inch TFT display with an aspect ratio of 16:9 serves as the central monitor for the iPad mini and the other devices of the multimedia system. The power-retractable screen is integrated elegantly into the chic Alcantara headliner. The standard screens in the back of the front head restraints can also be used for watching TV via DVBT or other programming sources in addition. The BRABUS ROCKET 900 is connected to the internet via 4G mobile telecommunications technology.

The music of course comes from an Apple iPod touch of the latest generation, whose 64GB memory can store more than 14,000 songs. The sound is reproduced via the sound system of the S-Class.

The entire system is stylishly integrated into the BRABUS fine leather interior. It is finished to perfection

down to the last detail and sports a tasteful combination of light-colored vellum and black. The passengers are welcomed to the interior by stainless-steel scuff plates with backlit BRABUS logo, whose color alternates between red and white.

The BRABUS instrument cluster with 400-km/h (250-mph) scale is also part of the conversion, as are markedly sporty highlights such as aluminum door-lock pins and pedals.

The BRABUS ROCKET 900 can be ordered as a complete car starting at EUR 347,719. Of course the conversion can also be retrofitted to any existing Mercedes S 65.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS ROCKET 900 based on the S 65: city 17.1 l/100 km, highway 8.6 l/100 km, combined: 11.9 l/100 km. CO₂ emissions, combined: 279 g/km, efficiency class F.

World premiere at the 2015 Geneva Motor Show

BRABUS 850 6.0 Biturbo Coupe based on the Mercedes S 63 625 kW / 850 hp, 1,450 Nm of torque and 350-km/h top speed The world's fastest and most powerful all-wheel-drive coupe

625 kW / 850 hp, a peak torque of 1,450 Nm, 0 – 100 km/h (62 mph) in 3.5 seconds, and an electronically limited top speed of 350 km/h (217 mph): with the new BRABUS 850 6.0 Biturbo Coupe based on the Mercedes S 63 4MATIC, BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, Internet www.brabus.com) celebrates the world debut of the fastest and most powerful all-wheel-drive coupe on the globe at the 2015 Geneva Motor Show. The two-door car is not only captivating on account of its unrivalled performance, but above all thanks to its sporty and elegant design with clear-coated carbon-fiber aerodynamic-enhancement components, 21-inch high-tech forged wheels and an exclusive BRABUS fine leather interior.

The eight-cylinder twin-turbo engine of the S 63 is thoroughly revised in the BRABUS engine shop using a state-of-the-art machine park. The installation of a special BRABUS crankshaft with longer stroke plus an enlarged cylinder bore and correspondingly larger forged pistons results in a displacement increase from 5,461 cc to 5,912 cc. The flow-optimizing fine-machining of both cylinder heads also contributes to the performance enhancement.

The two special BRABUS turbochargers with larger compressor units and modified exhaust manifolds that replace the production turbos also play a major part in the enormous increase in power. As part of the engine conversion, special metal catalyts with 75-mm (3 inches) thick down pipes and the BRABUS stainless-steel sports exhaust system with actively controlled butterfly valve are installed in addition.

Other modifications to the production engine are instantly apparent when the hood is opened: one of the key components of the engine conversion is the specially designed BRABUS 850 intake module. It

includes a larger air filter housing with enlarged intake cross-section, which is supplied with air via a special duct in the hood, and new carbon-fiber air ducts with significantly enlarged cross-sections. A particularly conspicuous feature is the BRABUS Gold Heat Reflection sheathing of the intake and charge air pipes.

Precisely programmed mapping for injection and ignition coordinate the perfect interaction of the high-performance components. This not only ensures maximum power output, but also compliance with the strict limits set by the current EURO VI emissions standards. Technology partner MOTUL supplies the high-tech lubricants for the entire powertrain.

As the result of the extensive modifications the BRABUS 850 6.0 Biturbo engine delivers unrivalled performance figures: the peak power output of 625 kW / 850 hp (838 bhp) is produced at a low 5,400 rpm. Even more immense is the peak torque of 1,450 Nm (1,069 lb-ft), which is on tap between 2,500 and 4,500 rpm. However, in the car this figure is electronically limited to 1,150 Nm (848 lb-ft) in the interest of the longevity of the entire powertrain.

The power is channeled to all four wheels via a seven-speed automatic transmission, which can also be shifted manually with the BRABUS RACE aluminum paddle shifters on the steering wheel, and the 4MATIC all-wheel-drive system. A variant with rear-wheel drive is also available.

The power unit in the bow makes the BRABUS 850 6.0 Biturbo Coupe the world's most powerful and fastest four-seat all-wheel-drive coupe. From rest, the exclusive two-door car is catapulted to 100 km/h (62 mph) in just 3.5 seconds. A speed of 200 km/h (124 mph) is reached after just 9.4 seconds. Due to tire limitations the top speed is restricted electronically to 350 km/h (217 mph).

These enormously fast speeds naturally also place especially high demands on the aerodynamic-enhancement components, which the BRABUS designers developed in the wind tunnel.

An additional BRABUS spoiler made from clear-coated carbon fiber was developed for the front bumper. It lends the two-door car a touch of motor racing flair and reduces lift on the front axle at high speeds, further optimizing handling stability. The large air intakes in the front bumper are likewise fitted with tailor-made carbon-fiber elements to add even more dynamic appeal.

The BRABUS aerodynamic-enhancement concept for the S-Class Coupe is rounded out with a clear-coated BRABUS carbon-fiber diffuser, which is fitted with tailor-made cutouts for the BRABUS sports exhaust system, and the subtle rear spoiler on the trunk lid. It is also made from carbon fiber. In addition, the designers developed carbon-fiber surrounds for the side air outlets that add further emphasis to the sporty lines.

A striking design, top quality and even further enhanced driving dynamics are the outstanding traits of the BRABUS Monoblock wheels, which are available for the Mercedes S-Class Coupe with diameters ranging from 18 to 22 inches.

To be able to make full use of the enormous performance of the BRABUS 850 6.0 Biturbo variant, the high-performance coupe is equipped with BRABUS Monoblock "PLATINUM EDITION" 21-inch forged wheels. The use of state-of-the-art forging technology results in an optimal symbiosis of maximum strength and low weight. The show car for the 2015 Geneva Motor Show sports Monoblock F cross-spoke wheels in Shadow Gold Chrome design. In sizes 9Jx21 on the front axle and 10.5Jx21 at the rear they make perfect use of the available space below the wheel arches. The optimal high-performance

tires are supplied by Continental, Pirelli and YOKOHAMA in sizes 255/35 ZR 21 for the front and 295/30 ZR 21 for the rear axle.

As an alternative, 21-inch mirror-polished Monoblock VI wheels with six double spokes or the Monoblock R design with dimensionally offset pairs of spokes are also available.

Yet another option is a BRABUS 22-inch tire/wheel combination. The BRABUS Monoblock G "Platinum Edition" forged wheels in the combination 9Jx22 with 255/30 ZR 22 tires on the front axle and 10Jx22 with 295/25 ZR 22 at the rear fully fill out the wheel wells.

The BRABUS suspension lowering module is calibrated to the use of these ultra-low-profile tires. It lowers the ride height of the two-door car by about 15 millimeters (.6 inches).

To complement the black paint finish, the interior was exclusively refined. With meticulous precision and master craftsmanship the BRABUS upholsterers transformed especially soft and breathable black Mastik leather into a BRABUS fine leather interior in a class of its own. The sweeping lines of the design of the seat upholstery, door panels and dashboard underscore the sporty and elegant nature of the coupe. Subtle contrasts are added with copper-colored seams and piping. The hallmark BRABUS love of detail is also evident in the accents and switches that normally have a silver finish. A total of 219 individual parts were coated in the same Shadow Gold tone as the BRABUS Monoblock F wheels on the vehicle. The headliner was crafted from deep black Alcantara.

The BRABUS genuine carbon-fiber elements add markedly sporty highlights in the cockpit. Their surface is finished with a glossy sealant, and they replace the production wood inlays. Aluminum components such as the BRABUS RACE paddle shifters, pedals and door pins further boost this effect.

Scuff plates with backlit BRABUS 850 logo, which like the ambient interior lighting can be set to different colors, round out the interior transformation. The 400-km/h (250-mph) BRABUS speedometer demonstrates the enormous potential of the vehicle in the instrument cluster as well.

The BRABUS 850 6.0 Biturbo Coupe is available as a complete vehicle and can also be built on the basis of any existing current Mercedes S 63 Coupe.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS 850 6.0 Biturbo based on the S 63 Coupe: city 14.2 l/100 km, highway 8.0 l/100 km, combined: 10.3 l/100 km. CO₂ emissions, combined: 242 g/km, efficiency class F.

World premiere at the 2015 Geneva Motor Show

Engine tuning, exclusive looks and entertainment: BRABUS Exclusive Program for the new Mercedes V-Class

The new Mercedes V-Class as a sporty-elegant jack of all trades: in a world premiere, BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, internet www.brabus.com) presents the exclusive refinement program for the new Mercedes V-Class at the 2015 Geneva Motor Show. BRABUS upgrades the people mover with powerful engine tuning, an exclusive appearance package, tailor-made wheels and an individual entertainment concept.

A sporty-elegant design is the trademark of the BRABUS aerodynamic-enhancement kit for the new Mercedes V-Class and Vito. All components are manufactured from PUR in OEM quality, giving them a precise fit and making them easy to paint.

To make the front of the vehicle more distinctive, the BRABUS designers developed attachments for the side air intakes, and a front spoiler that mounts to the lower section of the bumper. The sophisticated shape of this aerodynamic-enhancement component reduces lift on the front axle at high speeds, further optimizing handling stability.

A three-piece fairing was developed for the rear bumper. Its two side pieces provide the perfect backdrop for the four tailpipes of the BRABUS sports exhaust system. In concert with the center piece with diffuser design they lend the Mercedes a markedly sporty rear appearance.

Tailor-made BRABUS Monoblock alloys play a major role in the elegant looks of the refined minivan. They come in four different designs and with diameters of 18 and 19 inches. The largest independently safety-certified version features size 8.5Jx19 wheels, available as BRABUS Monoblock F cross-spoke wheels or in the BRABUS Monoblock R styling with five dimensionally offset pairs of double spokes. The optimal high-performance tires up to size 255/40 ZR 19 are supplied by technology partners Continental, Pirelli and YOKOHAMA.

To further improve active safety of the new multi-purpose vehicle without compromising the ride quality, the BRABUS suspension engineers developed special sports springs calibrated to the production shocks. They lower the ride height of the V-Class by about 15 to 25 millimeters (.6 to 1 inch) depending on the model.

This makes the Mercedes also ready for more power. In a first step, the BRABUS engine specialists developed the PowerXtra D4 performance kit for the Mercedes V 250 BlueTEC. The plug-and-play module boosts power output of the four-cylinder common-rail turbodiesel engine by 33 kW / 45 hp (44 bhp) and bumps torque by 70 Nm (52 lb-ft).

A peak torque of 510 Nm (376 lb-ft) between 1,400 and 2,400 rpm offers superior pulling power that enables the people mover to effortlessly master any traffic situation. Peak power increases from standard 140 kW / 190 hp auf 173 kW / 235 hp (188 to 232 bhp). The minivan accelerates from 0 to 100 km/h (62 mph) in just 8.8 seconds and reaches a top speed of 210 km/h (130 mph).

Nonetheless, thanks to the increased pulling power fuel consumption remains on the level of the production vehicle. It goes without saying that the BRABUS-tuned V 250 BlueTEC continues to comply with the strict EURO VI emissions standards.

In addition, BRABUS offers a stainless-steel sports rear muffler for all engine variants of the new Mercedes V-Class with two chrome-plated tailpipes on either side.

The company upholstery shop can craft exclusive BRABUS fine leather appointments for the spacious interior of the people mover that are custom-tailored to the customers' individual requests. To this end, they combine Alcantara and especially soft and breathable BRABUS Mastik leather in any conceivable color with refined precious-wood or genuine carbon-fiber elements.

In addition, the BRABUS product lineup for the new V-Class includes aluminum door-lock pins and pedal pads as well as scuff plates with backlit BRABUS logo, whose color alternates between red and white.

BRABUS also presents a first expansion stage of the BRABUS business/entertainment system for the new Mercedes V-Class in the show car for the 2015 Geneva Motor Show. It consists of two 15.6-inch LCD screens, which are stylishly integrated into the headliner and display the image from Apple TV, Blu-Ray player or DVBT receiver in the interior. For perfect sound reproduction without disturbing other passengers, the system features Sennheiser wireless headphones.

Internet via WLAN router and 4G connection is available in the entire interior and can be connected with a smartphone or tablet computer.

A BRABUS touch pad is stylishly integrated into the C-pillars on either side in the rear. They can be used to open and close the BRABUS power curtains, operate the sliding door or control the screens, reading lamps and the seat heating.

BRABUS 700 G 6x6 **700 hp for six wheels**

Two wheels more than normal, plus power in abundance as is the norm for BRABUS: in the BRABUS 700 G 6x6 BRABUS presents an especially exclusive power off-roader based on the Mercedes G 63 6x6.

BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, internet www.brabus.com) lends the most exclusive G-Class of all times even more punch: powered by a 5.5-liter V8 Biturbo engine with BRABUS B63S - 700 tuning producing 515 kW / 700 hp (690 bhp), the six-wheel-drive powerhouse weighing in at around four tons sprints from rest to 100 km/h (62 mph) in just 7.4 seconds. The top speed is limited electronically to 160 km/h (100 mph) due to the 37-inch off-road tires. The BRABUS interior designers refine the interior with exclusive BRABUS fine leather Mastik leather/Alcantara appointments in any desired color combination.

The Mercedes G 63 6x6 built in small-series production comes normally with a 5.5-liter eight-cylinder four-valve Biturbo engine producing 400 kW / 544 hp (536 bhp). BRABUS can draw upon the world's most extensive engine tuning program for Mercedes-Benz automobiles in the case of this special model as well.

The BRABUS B63S - 700 performance kit, which is also available for all other current Mercedes-Benz G3 SUVs, unleashes the inherent power slumbering in the turbocharged V8 engine. To realize the enormous power increase by 115 kW / 156 hp (154 bhp) the peripherals of the V8 are modified extensively.

The production turbochargers are replaced by two special BRABUS turbochargers with larger compressor unit, which produce a higher boost pressure. BRABUS Gold Heat Reflection sheathing for the intake and charge-air pipes further lower the charge-air temperature. This measure contributes equally to the power yield and to the flawless durability, which also manifests itself in the BRABUS Tuning Warranty of three years, up to 100,000 kilometers/62,000 miles (see BRABUS Warranty Terms and Conditions, updated July 2013) that is unparalleled in the industry.

In addition, special high-performance metal catalysts with 75-mm (2.9 in.) downpipes are installed to lower the back pressure. The stainless-steel sport exhaust system with controlled butterfly valve was custom-developed for the G 63 6x6 and offers both optimized power yield and active control of the exhaust note. Drivers can select at the push of a button between the subtle "Coming Home" mode and a markedly potent exhaust note in the "Sport" position. The BRABUS exhaust system also puts its visual stamp on both sides of the vehicles with two striking dual side pipes.

Specially calibrated BRABUS mapping for the engine management system coordinates the perfect interaction of all high-performance components while also ensuring compliance with the stringent EURO V emission standards.

With these major modifications the B63S - 700 engine, which is also available for the G 63 4x4 model, produces 515 kW / 700 hp (690 bhp) at a low 5,300 rpm. The BRABUS engine also delivers a much heftier torque: between 2,000 rpm and 4,500 rpm the engine sends a massive 960 Nm (708 lb-ft) of torque instead of the standard 760 Nm (561 lb-ft) to the SPEEDSHIFT PLUS 7G-TRONIC automatic transmission. This is complemented by special BRABUS aluminum paddle shifters that facilitate manual gearshifts from the multifunction steering wheel of the G-Class. The high-tech lubricants for the entire powertrain are supplied by technology partner MOTUL.

Thus equipped the six-wheeled heavyweight turns in an acceleration performance that can measure up to full-blooded sports cars. 7.4 seconds for 0 - 100 km/h (62 mph) are absolute tops for a vehicle weighing in at just less than four tons. The heavy-duty off-road tires the 6x6 is equipped with necessitate limiting the top speed to 160 km/h (100 mph). To be able to really make full use of the bed of the pick-up, the BRABUS technicians developed a special spare wheel carrier that holds the seventh wheel in an upright position behind the cockpit wall.

BRABUS also gives the 6x6 a strategic visual upgrade. The imposing nature of the front is further strengthened by purposeful modifications. The BRABUS front spoiler edges attach to the production fascia and are combined with an additional molding below the special radiator grille with integrated BRABUS logo. The BRABUS carbon-fiber hood scoop adds another striking highlight. The mirror-polished BRABUS underride guard provides an interesting contrast to the all-black paintwork.

Additional visual highlights are added with the innovative BRABUS lighting concept, which includes LED lights with chrome surround integrated into the front spoiler corners. Even more dominant are the black BRABUS xenon headlights and daytime running lights with integrated turn-signal function for all current models of the venerable off-roader. The now obsolete production turn signals on top of the fenders are

replaced with clear-coated matt carbon-fiber covers. In conjunction with the matt carbon-fiber structure on the hood and the carbon-fiber shells for the exterior mirrors they round out the belligerent 6x6 look to full effect.

Another focal point of the refinement of the mightiest BRABUS off-roader ever lies in the cockpit. The show car for the 2015 Geneva Motor Show was fitted with an exclusive BRABUS fine leather interior made from especially soft and breathable Mastik leather, which was stitched meticulously by hand with arrow-shaped accents in the company upholstery shop. Red contrasting seams in the interior match the red elements on the wheels. An Alcantara headliner, lustrous carbon-fiber inlays and other interior elements add striking highlights.

The passengers, who can get in and out of the cockpit with the help of optional retractable BRABUS running boards, are welcomed by stainless-steel scuff plates with backlit BRABUS logo. The BRABUS interior designers add prominent highlights with aluminum components such as pedals and door-lock pins. A stylishly integrated refrigerator keeps refreshments chilled.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS 700 6x6 based on the G 63 6x6: city 22.7 l/100 km, highway 13.7 l/100 km, combined: 17.0 l/100 km. CO₂ emissions, combined: 397 g/km, efficiency class D.

BRABUS 800 based on the Mercedes G 65

588 kW / 800 hp, 1,420 Nm, 23-inch wheels and widebody version

In the desert or on a magnificent boulevard: the BRABUS 800 “iBusiness” based on the Mercedes G 65 literally knows no bounds: BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, internet www.brabus.com) equips this super car with a twin-turbo V12 engine that produces a power output of 588 kW / 800 hp (788 bhp). Also part of the BRABUS treatment is an innovative BRABUS multimedia system that uses Apple components to offer state-of-the-art communication and entertainment on wheels.

Visually the 250-km/h (155-mph) off-roader dazzles with its spectacular BRABUS WIDESTAR widebody version and BRABUS “Platinum Edition” 23-inch forged wheels custom-developed for this model.

High-performance in its purest form: the 6.0-liter twin-turbo V12 engine of the G 65 is upgraded with the BRABUS 800 engine conversion. For this purpose the BRABUS engine specialists have developed a high-tech twin turbo system. The exhaust manifolds with integrated turbo housings and high-performance turbochargers were custom-developed for the G 65. They not only further optimize throttle response, but produce a higher boost pressure than the production turbos. Four water-to-air intercoolers located beneath the carbon-fiber BRABUS hood scoop ensure lower charge-air temperatures. This benefits power delivery and durability even under extreme conditions such as, for example, in the desert.

Two air filter boxes positioned in the front fenders ensure an optimized supply of breathing air for the engine.

On the exhaust side there is a BRABUS stainless-steel exhaust system with free-flow metal catalyts and sound management via a controlled butterfly valve. The high-tech exhaust system is operated with a button on the steering wheel. The V 12 engine can either whisper discreetly in “Coming Home” mode or trumpet news of its power to the world in the “Sport” position. Visually the sport exhaust captivates with two dual tailpipes – either with standard or black chrome finish – exiting in front of the rear wheels on either side.

Special mapping for the engine management system coordinates the perfect interaction of all high-performance components while ensuring compliance with EURO V emissions standards. The high-tech lubricants for the entire powertrain are supplied by technology partner MOTUL.

The BRABUS 800 engine produces 588 kW / 800 hp (788 bhp) of power at a low 5,500 rpm and an even more impressive peak torque of 1,420 Nm (1,047 lb-ft), on tap already from 2,100 rpm. In the car peak torque is limited electronically to 1,100 Nm (811 lb-ft).

The performance the car delivers speaks volumes: in combination with the seven-speed automatic transmission and permanent all-wheel drive, the BRABUS 800 WIDESTAR sprints to 100 km/h (62 mph) in just 4.2 seconds. The top speed is limited electronically to 250 km/h (155 mph). Without the limiter the high-performance off-roader would be capable of reaching 270 km/h (167 mph).

With the WIDESTAR widebody version the designers lend the classic G-Class body in the current facelift version an even more distinctive and dynamic profile. The front of the off-roader is marked by powerful fender flares. But that’s not all: the BRABUS front spoiler, which also fits any G 63 or G 65 without WIDESTAR conversion, attaches to the production bumper and features LED daytime running lights on the left and right-hand side. The illumination of the BRABUS logos integrated into both sides of the aerodynamic-enhancement component is activated by pulling on a door handle or with the keyless-entry remote.

Another important factor in the spectacular appearance of the front is the new lighting concept with dark BRABUS xenon headlights. The precise-fit inserts, which replace the production headlights of the G model, feature special integrated LED daytime running lights that also serve as turn signals. This renders the production turn signals on top of the fenders obsolete. Their openings are closed with custom covers made of clear-coated carbon fiber that add another sporty highlight.

The new look for the front is rounded off with the radiator grille with integrated BRABUS logo and an additional faceplate below the radiator grille. The BRABUS components for the front are of course also available for all G 65 models without WIDESTAR conversion. The BRABUS rear bumper with two LED backup and fog lights each and the BRABUS roof spoiler with integrated LED brake light are also suitable for universal use.

The front and rear fender flares add 12 centimeters (4.7 in) to the width of the body. Integrated LEDs illuminate the running boards of the G-Class when the vehicle is unlocked with the keyless-entry remote or when a door handle is pulled. Integrated air outlets and BRABUS door attachment components add further striking highlights in the side view.

The wider wheel arches make room for BRABUS "Platinum Edition" forged wheels with a diameter of 23 inches. The use of state-of-the-art manufacturing technology makes these wheels an ideal combination of low weight and maximum strength. Three BRABUS "Platinum Edition" size 11Jx23 wheels are available for the G-Class: Monoblock E evo, Monoblock F and Monoblock R. All are mounted with size 305/35 R 23 high-performance tires from BRABUS technology partners Continental, Pirelli or YOKOHAMA.

Another BRABUS high-tech feature is the Ride Control suspension developed together with technology partner BILSTEIN. An aluminum button sporting the BRABUS logo in the center console allows drivers to choose manually between two setups for the electronically adjustable shock absorbers: in comfort position the off-roader offers exemplary ride comfort that even surpasses that of the production car. At higher speeds and for spirited driving, choosing the firmer sport setup offers more dynamic handling and even further increased safety reserves.

In addition, the BRABUS Ride Control suspension features automatic damper adjustment. If the vehicle sensor systems detect that certain parameters such as speed, lateral acceleration and steering angle might lead to a critical handling situation, the suspension is automatically switched to the firmer sport setting in the blink of an eye. The sportier damper setup further improves the handling stability of the all-wheel-drive car. The CAN control unit also detects when the driver reverts to a more moderate driving style. The system then automatically switches the shock absorbers back to the comfort position.

Exclusive interiors for the Mercedes G-Class are likewise a domain of BRABUS. For the interior of the BRABUS 800 show car the company upholstery shop crafted a toffee-colored BRABUS fine leather interior with black contrasting seams and arrow-shaped stitch pattern. The especially soft and breathable BRABUS Mastik leather is complemented with an Alcantara headliner.

Trim elements made from dark brown open-pore ash wood add attractive highlights. Stainless-steel scuff plates with backlit BRABUS logo and other attractive accessories such as high-quality velour floor mats and aluminum BRABUS pedals and door-lock pins are also part of the BRABUS 800 interior appointments.

The ability to always be in touch and the desire to be able to enjoy entertainment anywhere while having the option to communicate with the entire world: multimedia and connectivity are increasingly gaining importance in cars as well. BRABUS was one of the first companies to stylishly integrate computers and telecommunications into cars with a full range of functionalities.

The BRABUS interior designers also offer numerous options for the Mercedes G-Class. The culmination is the BRABUS "iBusiness" high-end multimedia system. It features an iPad mini, Mac mini, iPod touch and Apple TV to allow the occupants to communicate with the entire world or enjoy multimedia content such as music, movies, TV shows or games in the rear.

The BRABUS 800 at the 2015 Geneva Motor Show is also equipped with a number of multimedia features: individual seats with every conceivable comfort function such as integrated seat ventilation replaces the standard rear seat bench. A tailor-made BRABUS center console was integrated between the rear seats that spans from the front seats to the upper edge of the rear seat backrests. The upper section of the console houses a refrigerator. The main section holds a retractable folding and swiveling table for each rear seat. In addition, the BRABUS technicians also integrate a docking station with a charger for the iPad mini and iPhone.

A chic console was likewise developed for the stylish integration of a 15.6-inch LCD screen into the classy Alcantara headliner. It displays the picture from the COMAND system or the Blu-Ray player. The display can be folded down and retracted with the specially developed BRABUS Remote app, which also allows control of numerous other on-board functions.

Communication with the internet takes place via WLAN and 4G high-speed modem.

The passengers in the rear can also enjoy the amenities of the BRABUS multimedia system at night in an especially pleasant atmosphere. To this end, the interior designers equipped the consoles between the seats and in the headliner with dimmable ambient lighting. The overhead console also features freely adjustable LED reading lamps.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS **800** based on G 65: city 22.7 l/100 km, highway 13.7 l/100 km, combined: 17.0 l/100 km. CO₂ emissions, combined: 397 g/km, efficiency class G.

625 kW / 850 hp and 1,450 Nm torque in the wagon: The BRABUS **850 6.0 Biturbo based on the Mercedes E 63**

625 kW / 850 hp (838 bhp) of power and 1,450 Nm (1,047 lb-ft) of torque in a wagon: the BRABUS **850 6.0 Biturbo based on the Mercedes E 63 together with the BRABUS version of the CLS 63 Shooting Brake is the world's most powerful street-legal all-wheel-drive wagon.**

Powered by the most powerful BRABUS engine to date, the new **850 6.0 Biturbo V8 high-capacity engine, the five-door supercar delivers superlative dynamics: as a 4MATIC all-wheel-drive model the wagon from BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, internet www.brabus.com) sprints to 100 km/h (62 mph) in just 3.1 seconds. Top speed is limited electronically to 300 km/h (186 mph) to protect the tires.**

The BRABUS **850 6.0 Biturbo, which is of course also available as a sedan, impresses not only with superior performance, but also with its sporty-elegant BRABUS aerodynamic-enhancement kit, tailor-made BRABUS Monoblock wheels with diameters of 19 or 20 inches, and its BRABUS fine leather interior tailored to the individual customer's preferences.**

The turbocharged eight-cylinder engine in the E 63 serves as the perfect basis for professional engine tuning. BRABUS relies on the tried and proven concept of increasing displacement for the new top-of-the-line engine. To increase the displacement of the four-valve engine from standard 5,461 cc to 5,912 cc (333 to 361 cubic in.) the BRABUS high-tech engine-building shop increases cylinder bore to 99 millimeters (3.89 in.) and installs forged pistons tailor-made to the new specs. A precision-balanced billet custom crankshaft with a stroke of 96 instead of the standard 90.5 millimeters (3.77 instead of 3.52 in.) in conjunction with eight custom billet piston rods completes the displacement increase. In addition, both cylinder heads are optimized for improved mixture flow.

Additional performance potential lies in the engine peripherals: the production turbos are replaced by two BRABUS turbos with a larger compressor unit and special exhaust manifolds. To optimize the air supply,

the BRABUS engine specialists designed the carbon-fiber BRABUS 850 intake module, which includes a larger air filter box with enlarged intake cross section. For an optimal supply of fresh air the hood has an integrated air duct, which draws cool air via generously dimensioned air tube from an aperture in the front fascia to optimize power yield of the engine.

To lower the charge-air temperature and thus positively influence power delivery, BRABUS fits the intake and charge-air tubes with special "Gold Heat Reflection" sheathing.

The discharge of exhaust gases is optimized with high-performance catalysts and a BRABUS stainless-steel sport exhaust with controlled butterfly valve. The driver can choose between a throaty V8 exhaust note in "Sport" mode and a subtle whisper in "Coming Home" mode at the push of a button. The two ceramic-coated design tailpipes with cast BRABUS logo on either side of the BRABUS diffuser make the exhaust system also a visual treat.

The perfect coordination of all high-performance components is ensured by means of special mapping for the electronic engine management system. This creates an optimal symbiosis of maximum performance, perfect drivability and eco-friendly emissions complying with strict EURO VI emissions standards. The high-tech lubricants for the entire powertrain are supplied by technology partner MOTUL.

The new high-capacity engine is the most powerful BRABUS to date: the rated power output of 625 kW / 850 hp (838 bhp) at a low 5,400 rpm and the enormous peak torque of 1,450 Nm (1,069 lb-ft) between 2,500 and 4,500 rpm are new benchmarks for high-performance automobiles based on Mercedes-Benz. In the vehicle peak torque is electronically limited to 1,150 Nm (848 lb-ft) in the interest of the longevity of the powertrain. Of course this high-performance engine is also backed by the one-of-a-kind BRABUS Tuning Warranty of three years, up to 100,000 kilometers/62,000 miles (see BRABUS Warranty Terms and Conditions, updated July 2013).

The BRABUS 850 6.0 Biturbo high-performance engine can be installed in a rear-wheel-drive or 4MATIC all-wheel-drive E 63. Due to the better traction the four-wheel-drive version in particular delivers acceleration figures only attained by a very few super sports cars or super sports bikes: from rest the wagon reaches a speed of 100 km/h (62 mph) in just 3.1 seconds. After 9.9 seconds the five-door car is traveling at a speed of 200 km/h (124 mph). The tuned wagon reaches the 300-km/h (186-mph) mark after just 25.1 seconds. Due to the tires, the top speed of the wagon has to be limited to 300 km/h (186 mph). The lower rear-axle load of the sedan allows a top speed of up to 350 km/h (217 mph) with high-performance tires, depending on the final-drive ratio and the programming of the BRABUS Vmax unit.

BRABUS also offers three other power levels without a displacement increase for the current E 63 models. They range from 456 kW / 620 hp (611 bhp) and 478 kW / 650 hp (640 bhp) to 537 kW / 730 hp (720 bhp) in the BRABUS B63S-730 version.

To further optimize handling stability, the BRABUS designers developed lightweight, high-strength carbon-fiber bodywork components in the wind tunnel.

The front spoiler lip, which attaches to the production bumper of the E 63 and also fits the sedan, reduces negative lift on the front axle at high speeds while lending the vehicle an even more distinctive nose. The BRABUS diffuser insert provides the perfect backdrop for the two dual tailpipes of the BRABUS sport exhaust.

BRABUS offers tailor-made tire/wheel combinations for the E 63 that match the designer outfit. The largest version features one-piece BRABUS Monoblock F or R wheels in size 9.5Jx20 with tires in size 255/30 ZR 20 on the front axle and size 295/25 ZR 20 tires in the rear. There is also a version that features BRABUS Monoblock R "Platinum Edition" forged wheels in sizes 9Jx20 in front and 10.5Jx20 at the rear. The matching high-performance tires are supplied by BRABUS technology partners Continental, Pirelli and YOKOHAMA.

The company upholstery shop crafts BRABUS fine leather interiors from especially soft and breathable BRABUS Mastik leather and Alcantara in any desired color to customer specifications.

Particularly ergonomic BRABUS aluminum paddle shifters and BRABUS RACE pedals add sporty highlights.

The BRABUS **850** 6.0 Biturbo can be ordered as a complete car. Alternatively BRABUS will convert any current Mercedes E 63 completely or in stages to this level.

Fuel economy, CO₂ emissions and efficiency class

BRABUS **850** 6.0 Biturbo based on the E 63 wagon: city 14.4 l/100 km. highway 7.9 l/100 km. combined: 10.3 l/100 km. CO₂ emissions, combined: 242 g/km. Efficiency class F.

The BRABUS **700 WIDESTAR based on the Mercedes GL 63**

Muscular fender flares front and back, high-tech 23-inch forged wheels, a striking front with large air scoops and engine tuning for up to 515 kW / 700 hp (690 bhp) for the GL 63: BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, internet www.brabus.com) presents the BRABUS **700 WIDESTAR based on the Mercedes GL 63.**

The BRABUS WIDESTAR body conversion for the facelift version of the GL-Class is characterized by striking fender flares front and back that add eight centimeters (3.1 in.) to the width of the large SUV.

The large air scoops of the BRABUS WIDESTAR front element give it an even more bullish appearance, and optimize the supply of fresh air for radiators and front brakes. Its sophisticated shape reduces negative lift on the front axle at high speeds, thus optimizing handling stability.

The roof spoiler and the rear element 'made by BRABUS' lend the widebody version an even more distinctive rear appearance. The striking BRABUS appearance includes a diffuser integrated into the bumper and precise-fit cutouts for the distinctive designer tailpipes of the stainless-steel BRABUS sport exhaust system.

All BRABUS body components are manufactured in OEM quality from PUR plastics. This ensures an optimal fit and makes them easy to paint.

The BRABUS WIDESTAR widebody version also creates space for extreme-sized wheels. Underneath the large wheel arches of the GL-Class is just enough space for forged 23-inch high-tech wheels. The 11Jx23 BRABUS "PLATINUM EDITION" wheels come in the three popular designs, Monoblock E evo, F

and R. Thanks to state-of-the-art manufacturing technology the "PLATINUM EDITION" wheels are especially light yet offer outstanding strength and resilience. Compared with a conventional cast wheel of the same size they offer weight savings of up to 15 percent. All BRABUS forged wheels can be identified at first glance by the stainless-steel "Platinum Edition" badge.

The matching high-performance street tires in size 305/30 R 23 are supplied by BRABUS technology partners Continental, Pirelli and YOKOHAMA.

Alternatively the Mercedes GL-Class can be equipped with forged 21-inch Monoblock VI or F wheels, 22-inch cast wheels of the Monoblock VI, E, Q and R design families, or with BRABUS Monoblock G "PLATINUM EDITION" forged wheels of the same diameter. Also available for the GL-Class are tailor-made BRABUS Monoblock wheels in various styles with diameters of 18, 19 or 20 inches.

The BRABUS control module for the GL-Class with AIRMATIC air suspension is specifically calibrated to these sporty tire/wheel combinations. It lowers the ride height of the vehicle by about 30 millimeters.

BRABUS offers the world's most extensive engine tuning program for Mercedes-Benz automobiles. The high-tech lubricants for the entire powertrain are supplied by technology partner MOTUL.

With B63S - 700 performance tuning BRABUS boosts the potential of the 5.5-liter V8 Biturbo engine in the GL 63 significantly further still. At the heart of the engine conversion are the newly designed peripherals of the turbocharged eight-cylinder four-valve engine. While the intake and charge-air pipes with BRABUS Gold Heat Reflection sheathing immediately catch the eye, the other important details of the conversion remain hidden from outside view. They include the two special BRABUS turbochargers with larger compressor unit that generate a higher boost than the production turbos.

The standard emissions control system is replaced by a free-flow system with metal catalysts and 75-mm (3 in.) downpipes. A BRABUS stainless-steel sport exhaust with controlled butterfly valve is also available. It allows drivers to select the subtle "Coming Home" mode or the "Sport" mode with a markedly throaty exhaust note at the push of a button on the steering wheel.

The BRABUS electronics specialists and engineers used state-of-the-art test benches and test operations on and off road to perfectly coordinate the high-performance components with new mapping for injection and ignition. The result is a perfect symbiosis of environmentally compatible emissions complying with current EURO V emissions standards, durability beyond reproach and outstanding power yield.

With a rated power output of 515 kW / 700 hp (690 bhp) at 5,300 rpm the BRABUS B63S - 700 engine in the GL 63 surpasses its starting basis by 105 kW / 143 hp (141 bhp). Just as impressive is the increase in peak torque to 960 Nm (708 lb-ft) of torque from a low 2,000 rpm. Peak torque is limited electronically to protect the drivetrain.

The combination of ultra-powerful BRABUS B63S - 700 engine and SPEEDSHIFT PLUS 7G-TRONIC transmission achieves performance levels that previously seemed more likely for a sports car than for an SUV. From rest the all-wheel-drive car storms to 100 km/h (62 mph) in just 4.6 seconds. The BRABUS Vmax unit, which is part of the engine conversion, limits the top speed electronically to 300 km/h (186 mph) to protect the tires.

Another BRABUS specialty is the range of exclusive options for the Mercedes GL-Class interior: it includes stainless-steel scuff plates with backlit BRABUS logo, a 320-km/h (200-mph) speedometer and aluminum components such as pedals, door pins and longer BRABUS RACE aluminum paddle shifters.

The show car for the 2015 Geneva Motor Show sports an exclusive BRABUS fine leather interior. With master craftsmanship the company upholstery shop created a spectacular combination of the finest orange and black Mastik leather and Alcantara.

Fuel economy, CO₂ emissions and efficiency class:

BRABUS 700 WIDESTAR based on the GL 63: city 15.8 l/100 km, highway 10.3 l/100 km, combined: 12.3 l/100 km. CO₂ emissions, combined: 288 g/km, efficiency class E.

The BRABUS refinement program for the new C-Class

The new Mercedes C-Class seamlessly continues the success story of its predecessors. BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, internet www.brabus.com) offers an exclusive refinement program that leaves nothing to be desired: a sporty-elegant aerodynamic-enhancement kit for all equipment variants and tailor-made alloys with diameters of up to 20 inches lend the sedan or wagon an even more exciting appearance. Engine tuning and suspension options offer enhanced driving dynamics. Individual interior design rounds out the product lineup for the W/S 205 model series.

Mercedes-Benz offers the new C-Class of model series W/S 205 in a variety of design and equipment lines. BRABUS already offers tailor-made bodywork components for the C-Class in standard specification and for the models of the AVANTGARDE and EXCLUSIVE lines. In addition, all model variants can also be ordered ex-factory with AMG Line body styling. To add further dynamics to the sporty lines of these bodywork components, the BRABUS design team has now also developed detachable components for this variant. They not only give the car an even sportier appearance, they also reduce negative lift on the front and rear axle at high speeds, and consequently are a factor in even further optimized handling stability. All components are manufactured in OEM quality from high-grade PUR plastics.

The BRABUS front spoiler has a markedly sporty design and fits the wagon and the sedan. It attaches to the lower section of the AMG Line bumper. With its central spoiler blade and outer sections shaped like flaps the aerodynamic-enhancement component lends the vehicle an even more distinctive front.

Along the same lines, the rear of all sedans can be upgraded with the BRABUS rear spoiler. Another sporty BRABUS design element is the diffusor-look rear bumper insert, which provides the perfect backdrop for the four chrome-plated tailpipes of the BRABUS sports exhaust system on the sedan.

A crucial component of the thrilling BRABUS look is constituted by the BRABUS Monoblock wheels, which can be mounted on the C-Class in various designs and with diameters of 18, 19 or 20 inches. The largest safety-certified tire/wheel combination features BRABUS Monoblock F or R alloys of sizes

8.5Jx20 at the front and 9.5Jx20 on the rear axle. The perfect high-performance tires of sizes 225/35 ZR 20 and 255/30 ZR 20 are supplied by BRABUS technology partners Continental, Pirelli and YOKOHAMA.

The BRABUS sports suspensions, developed jointly with BILSTEIN, are calibrated specifically to the sporty low-profiles and offer a sporty yet comfortable ride. The same applies to the BRABUS sports springs, which lower the ride height of the C-Class by about 30 millimeters and are precision-tuned to work with the production shocks. For the C-Class models equipped ex-factory with AIRMATIC air suspension, BRABUS offers a control module to lower the vehicle's ride height.

The world's most extensive engine tuning program for Mercedes-Benz automobiles comes from BRABUS. Like all BRABUS components, the performance kits are backed by the one-of-a-kind BRABUS Tuning Warranty® of three years, up to 100,000 kilometers/62,000 miles (see BRABUS Warranty Terms and Conditions, updated July 2013). BRABUS recommends high-performance lubricants from MOTUL.

Even modern diesel engines such as those in the current Mercedes C-Class have inherent reserves that can be safely unleashed with professional BRABUS engine tuning. And thanks to compliance with the strict Euro VI emissions standards it all can be done with a clear conscience.

The plug-and-play BRABUS ECO PowerXtra D3 kit can be installed by any specialist workshop. It bumps power output of the Mercedes C 220 BlueTEC by 26 kW / 35 hp and boosts torque by 50 Nm (37 lb-ft). With a sprint time of just 7.1 seconds from rest to 100 km/h (62 mph) and a top speed of 240 km/h (149 mph) the diesel-powered car is also significantly more dynamic.

BRABUS ECO PowerXtra D4 tuning was developed for the C 250 BlueTEC model. It increases the power output of the common-rail turbodiesel engine from standard 150 kW / 204 hp (201 bhp) to 173 kW / 235 hp (232 bhp). Peak torque grows from 500 Nm to 550 Nm (369 to 405 lb-ft). Consequently the sprint time of a C 250 BlueTEC sedan from 0 to 100 km/h (62 mph) is shortened to 6.1 seconds. Top speed is 250 km/h (155 mph).

BRABUS engine tuning is of course also available for the gasoline variants of the C-Class: an extra 15 kW / 21 hp (20 bhp) for the C 180 are available under the label BRABUS PowerXtra B18.2. The plug-and-play module is adapted to the engine electronics, and boosts power output from 115 / 156 hp (154 bhp) to 130 kW / 177 hp (174 bhp). In conjunction with an increase in peak torque from 250 to 300 Nm (184 to 221 lb-ft), the sprint time from 0 to 100 km/h (62 mph) is shortened to 8.4 seconds while top speed jumps to 230 km/h (143 mph).

The BRABUS PowerXtra B20.2 performance kit can likewise be connected to the engine electronics of the gasoline-powered C 200 model in next to no time by any specialist workshop. Like all BRABUS PowerXtra performance kits, this tuning kit was designed to reliably prevent any negative effects on the engine's longevity as the result of the performance increase. Consequently, the performance-enhancing mapping is only activated once all parameters such as engine temperature etc. are in the green arc. Of course the engine still meets strict EURO VI emissions standards even after the installation of the performance kit.

Equipped with the BRABUS PowerXtra B20.2 performance kit, the four-cylinder turbo engine pumps out an extra 30 kW / 41 hp (40 bhp) and delivers 30 Nm (22 lb-ft) more torque. A maximum power output of 165 kW / 225 hp (221 bhp) and a peak torque of 330 Nm (243 lb-ft) logically also effect the performance

on the road: with BRABUS engine tuning the C 200 accelerates from rest to 100 km/h (62 mph) in just 7.0 seconds, and reaches a top speed of 242 km/h (150 mph).

Stainless-steel BRABUS quad sports exhaust systems, with or without engine tuning, are another factor in optimizing performance. What's more: they also produce a sporty but never obtrusive exhaust note.

The BRABUS product range offers a host of refinement options for the interior of the new Mercedes C-Class as well: the lineup includes custom accessories such as aluminum pedals and high-quality velour floor mats with BRABUS logo, as well as particularly exclusive BRABUS fine leather interiors crafted from especially soft and breathable leather and Alcantara.

BRABUS refines the Mercedes GLA-Class: Engine tuning with up to 294 kW / 400 hp, 21-inch wheels, aerodynamic enhancement

The Mercedes GLA-Class not only shines as the smallest SUV from the brand, but in the sports version and especially as the GLA 45 sets some markedly dynamic highlights. To further expand on these talents, BRABUS (Brabus-Allee, D-46240 Bottrop, phone + 49 / (0) 2041 / 777-0, fax + 49 / (0) 2041 / 777 111, internet www.brabus.com) has developed a tailor-made refinement program for the five-door car.

The product range includes engine tuning for the various diesel- and gasoline-powered models culminating in the 294-kW / 400-hp version for the GLA 45, aerodynamic-enhancement components, and tailor-made BRABUS Monoblock wheels with diameters of up to 21 inches that give the crossover vehicle an even more athletic appearance.

The front of the AMG Line version can be upgraded with a BRABUS front spoiler and design elements for the air intakes in the front bumper. It goes without saying that the BRABUS product lineup also features body styling components for the other design and equipment lines of the Mercedes GLA-Class.

The BRABUS engineers and technicians have developed LED underfloor lighting for all versions to make getting in and out easier and safer in the dark. It is activated with the keyless-entry remote or by pulling on a door handle. The BRABUS rear spoiler, which mounts to the liftgate, can likewise be used universally on all GLA models.

A BRABUS diffuser insert with tailor-made cutouts for the four chrome-plated tailpipes of the BRABUS stainless-steel sports exhaust system with hallmark design is available for the rear bumper of the sporty GLA variants with AMG body styling. The BRABUS rear spoiler can be mounted to the liftgate of all GLA versions. BRABUS alloy wheels in OEM quality play a crucial role in the exclusive looks of the GLA refined by BRABUS. The spectrum of tailor-made tire/wheel combinations ranges in diameter from 18 to 21 inches.

The largest option for the compact SUV features forged BRABUS 9Jx21 "PLATINUM EDITION" wheels in the two striking Monoblock F and R designs. BRABUS technology partners Continental, Pirelli and YOKOHAMA supply the matching high-performance tires up to size 255/30 R 21 front and back.

BRABUS sports springs lower the ride height of the GLA by about 25 millimeters (1 inch). The lower center of gravity results in even sportier handling. Customers looking for a lifted suspension in the interest of more comfortable ingress and egress as well as further optimized visibility will find a suspension solution specifically designed for them that raises the ride height of the GLA by about 30 millimeters (1.2 in.).

BRABUS offers the world's most extensive engine tuning program for Mercedes-Benz automobiles. The product lineup naturally also includes performance kits for the various GLA engines that deliver an optimal symbiosis of power, refinement, flawless durability and exemplary eco-friendliness. The high quality of the products developed by BRABUS is documented by the one-of-a-kind BRABUS Tuning Warranty® of three years, up to 100,000 kilometers / 62,000 miles (see BRABUS Warranty Terms and Conditions, updated July 2013). BRABUS recommends MOTUL high-performance lubricants.

BRABUS ECO PowerXtra D3 is the name of particularly efficient performance tuning for the common-rail turbodiesel engine of the Mercedes GLA 220 CDI. The installation of this plug-and-play auxiliary control unit delivers an extra 30 kW / 40 hp (40 bhp). Propelled by 155 kW / 210 hp (208 bhp) and a peak torque of 410 Nm (302 lb-ft), the agile diesel model sprints from 0 – 100 km/h (62 mph) in just 8.0 seconds and reaches a new top speed of 220 km/h (137 mph).

BRABUS offers the PowerXtra B25 performance kit for the four-cylinder turbocharged engine of the GLA 250 with front- or all-wheel drive. The plug-and-play module is integrated into the engine electronics. The new parameters for the engine management system and boost pressure control bumps the power output from standard 155 kW / 211 hp to 180 kW / 245 hp (208 to 241 bhp). At the same time, peak torque jumps from 350 to 385 Nm (258 to 284 lb-ft). This results in noticeably improved driving dynamics and driving fun. The sprint time from rest to 100 km/h (62 mph) is shortened to 6.7 seconds, the top speed increases to 250 km/h (155 mph).

The array of engine tuning for the compact SUV is crowned by the BRABUS PowerXtra CGI B45 tuning kit for the GLA 45. After the conversion, the top-of-the-line GLA model churns out 294 kW / 400 hp (394 bhp) and produces a peak torque of 500 Nm (369 lb-ft). With this engine under the hood, the all-wheel-drive car sprints from 0 to 100 km/h (62 mph) in just 4.4 seconds. In conjunction with the BRABUS V/max unit, the power-SUV reaches a top speed of 270 km/h (168 mph).

The BRABUS sports stainless-steel quad exhaust is available for almost all GLA gasoline and diesel engines. The exhaust system produces a sportier but never obtrusive exhaust note. A BRABUS sports exhaust with actively controlled butterfly valve is optionally available for the GLA 250 4MATIC. It offers the driver an individual sound tuning between subtle and decidedly sporty at the push of a button in the cockpit.

BRABUS also fulfills all kinds of individual requests when it comes to the interior. The lineup of exclusive accessories ranges from two-tone stainless-steel scuff plates with optionally backlit BRABUS logo to matt anodized pedals and door lock pins, to aluminum 'Race' paddle shifters.

The BRABUS upholstery shop offers even more variety. In line with the customer's requests the upholsterers can complete the ex-factory leather interior appointments or craft completely new and particularly exclusive BRABUS fine leather interiors for which they use especially soft yet extremely durable BRABUS Mastik leather and Alcantara in any desired color.

Vintage Mercedes cars – rebuilt by BRABUS Classic Automotive jewels with two-year warranty and “Grade A” Classic Data appraisal with extra rating

Up to 2,500 man hours, the know-how from more than 35 years of automobile construction, countless new parts and a meticulous love of detail: these are the ingredients that BRABUS Classic uses to create automotive gems based on Mercedes-Benz vintage cars and late-model classics. BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, internet www.brabus.com) vouches for the outstanding quality of the classics rebuilt from the ground up not only with its good name, but also with the one-of-a-kind BRABUS Classic Warranty of two years with unlimited miles.

Three perfect examples for the outstanding restoration work of BRABUS Classic are on display at the 2015 Geneva Motor Show. The three vintage Mercedes cars, a 300 SL Roadster, a 280 SL Pagoda and a 280 SE 3.5 Cabriolet, were all rebuilt from the ground up.

The leading German experts association for vintage cars, Classic Data, examined these vehicles after work was completed: on account of the unrivalled quality and authenticity of the restorations, Classic Data awarded these vehicles a score of “A” for their condition and amended each expert opinion with the statement that these vintage cars represented classics with “new-car character.”

The starting point for the rebirth of a classic Mercedes always is the disassembly of the base car to the last nut and bolt. In the process all parts are inspected and catalogued, unserviceable components are discarded and components that are suitable for reconditioning, such as chrome parts, are replated and returned to mint condition by the best specialists in the business.

All paint is removed from the bodyshell, which is then reconditioned by experienced master bodywork specialists and given a catalytic dip primer coating. Perfect corrosion protection using cutting-edge technology to protect the paint is also part of the scope of the restoration as is a perfect paint job in the original color.

While work on the body is going on, the engine is completely disassembled in the BRABUS high-tech engine shop and all parts are measured. The rebuilding process includes grinding and honing the cylinders as well as overhauling the cylinder head. The restoration of a classic engine is conducted with utmost care. The BRABUS powertrain technicians use the same precision in overhauling the drivetrain including the automatic transmission, driveshaft and differential.

Special ‘Classic’ lubricants supplied by technology partner MOTUL ensure maximum reliability in everyday operations.

There are also no compromises with regard to suspension and brakes: all components are replaced with new parts and thus offer optimal active safety.

One of the BRABUS domains from exclusive vehicle refinement of course also comes into play during the restoration: the company upholstery shop crafts cloth and leather interiors as well as carpeting in any color, perfectly and fully authentically finished to the smallest detail. The product lineup includes materials in precisely the same color as the original that once came off the assembly lines as well as in any imaginable desired color. The soft tops for the drop-top Mercedes-Benz models are also manufactured in any desired color with the same high quality.

The BRABUS finish carpenters specialize in reconditioning all cockpit wood inlays and in creating completely new ones from the same type of wood.

After work in the various departments is completed, the classic Mercedes car is rebuilt with utmost precision. It goes without saying that in the process not only all mechanical wear parts, but also all seals and gaskets are replaced.

Before the vehicle is delivered to the customer, depending on the destination either as a VIP transport in a closed truck or by air freight, each vehicle is subjected to extensive functional testing as well as safety and quality checks.

BRABUS underscores the perfect execution of all work with a warranty that is unique in the entire vintage car industry: the automotive Mercedes classics, which were restored in the BRABUS manufactory in Bottrop from the ground up, are sold with the exemplary two-year BRABUS Classic warranty with unlimited miles.

It is obvious that a restoration on this scale does not come cheap. But in return the buyer of a vintage car restored by BRABUS Classic can rest assured that each detail was treated with loving care. To this end, BRABUS Classic invests between 1,500 and 2,500 man hours in each restoration depending on the vehicle in question.

The leading German experts association for vintage cars, Classic Data, rates every vintage Mercedes car restored from the ground up by BRABUS Classic after work is completed. Like the other Mercedes-Benz vintage cars fully restored by BRABUS Classic, the vintage cars from BRABUS Classic on display at the 2015 Geneva Motor Show were also awarded a score of "A" for their condition by Classic Data. The experts' organization also attested the vehicles "new-car character."

Full service by BRABUS Classic does not end with the purchase or the restoration: the company also offers the entire range of services from oil changes and professional inspections to complete conditioning. The motto for the proud owners is: take a seat, start the engine and experience driving fun in its purest form!

A continually updated list of available BRABUS Classic vehicles can be found online at www.brabus.com/classic.

BRABUS

High-performance automobiles, high-end tuning and lifestyle

High-performance automobiles, high-end tuning and lifestyle for Mercedes-Benz and smart automobiles are the domain of BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, internet www.brabus.com). BRABUS celebrated its 35th anniversary in 2012.

The world-renowned tuner and car manufacturer offers individualized options to satisfy every wish. The BRABUS product lineup ranges from powerful tuned engines and elegantly styled aerodynamic-enhancement kits to high-quality alloy wheels, dynamic yet comfortable sport suspensions and exquisitely luxurious interiors handcrafted to perfection.

BRABUS uses the most exacting standards for the development and testing of its tuning parts – and stands behind them 100 percent: all BRABUS components – including all performance kits and high-capacity engines – are covered by the unique **BRABUS Tuning Warranty®** of three years, up to 100,000 kilometers or 62,000 miles (see BRABUS Warranty Terms and Conditions, updated July 2013).

BRABUS is also one of the world's most exclusive manufacturers of automobiles: holding this status with the German Federal Department of Motor Vehicles (Kraftfahrtbundesamt) in Flensburg, the company builds such exciting high-performance vehicles like the BRABUS ROCKET 800. The new supercar is based on the second generation of the Mercedes CLS-Class, is powered by an engine producing 588 kW / 800 hp (788 bhp) and reaches a top speed in excess of 370 km/h (230 mph).

BRABUS was founded in 1977 by Bodo Buschmann and has since grown into the world's largest independent tuner of automobiles. BRABUS headquarters are located in Bottrop in the heart of the Ruhr Valley, directly adjacent to the A2 autobahn. In addition to spacious showrooms the facility also houses the marketing and sales division, administration, the R&D department as well as the production plant of the globally operating company.

An expansion of the BRABUS production and administration building on the 150,000-square meter (1.6 million square feet) grounds on BRABUS-Allee was completed in the summer of 1999. The new BRABUS Plant 3 went into operation in early 2013. The new plant in Bottrop covers 5,000 m² of floor space. In August 2014, the BRABUS Plant 4 followed. It offers a useable area of 2,000 m² (21,500 square feet) and houses the BRABUS Classic Division. The new BRABUS Plant 5 with 2,625 m² (28,200 square feet) of floor space was inaugurated in late 2014.

BRABUS high-performance engines are developed with the help of state-of-the-art test benches in the company-own development center. The engine-building shop features the latest machines to create a level of vertical manufacturing integration that is unique in this industry. Today there are far more than 100 modern work stations for vehicle conversions and service work in the BRABUS plant. The warehouse with a volume of 150,000 m³ (5.3 million cubic feet) is managed with state-of-the-art computer technology and guarantees speedy delivery of BRABUS parts to all corners of the globe.

Most testing is carried out at the BRABUS test track, which features acceleration and braking tracks, sine curves, a skid pad, a certified noise-measuring track and a shake track with Belgian block cobblestone.

New products are continuously scrutinized in extensive testing programs. BRABUS places great emphasis on continuous, strict quality inspections of all its products. BRABUS is quality certified in accordance with DIN EN ISO 9001 : 2000 standards.

BRABUS also places high demands on its suppliers, working only with respected manufacturers like MOTUL, BILSTEIN, Continental, Pirelli and YOKOHAMA as its technology partners. Sonax supplies the perfect products for first-class vehicle reconditioning and care.

The high quality demands BRABUS places on its own developments, products and services are also

recognized by its peers in the automotive industry. In a joint venture with smart GmbH BRABUS founded smart-BRABUS GmbH in 2002. In the fall of 2003 the company moved into the new 11,000-m² (118,000 square foot) plant in Bottrop, where an exclusive accessories program for all smart models as well the top-of-the-line models for all smart model series are developed and manufactured.

Maximum eco-friendliness is at the forefront of all BRABUS developments: BRABUS-tuned engines always offer good fuel efficiency and always remain well below legally prescribed emission limits. BRABUS presented the world's first tuned car that complied with the new EURO VI emissions standards as early as in January of 2011.

Better diesel fuel economy through professional tuning is yet another strength of BRABUS. A Mercedes ML320 CDI equipped with BRABUS ECO PowerXtra[®] D6 (III) tuning consumed more than one liter fuel less per 100 kilometers than the non-tuned production car in a test conducted by the German TV news network n-tv.

All these developments contribute significantly to the low average CO₂ emissions of all BRABUS vehicles of just 144 g/km (updated December 2014).

The BRABUS ZERO EMISSION business division concentrates on eco-friendly technologies. At the 2011 IAA it presented two pioneering concept cars based on the Mercedes E-Class. The hybrid concept car is based on a Mercedes E 220 CDI, and was built and tested in cooperation with the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety. It features two supplemental electric in-wheel motors on the rear axle. The BRABUS High Performance 4WD *Full Electric* was presented as an all-electric version with four in-wheel electric motors and a total system torque of 3,200 Nm (2,360 lb-ft), a peak system power output of 320 kW and a battery capacity of 56 kWh. BRABUS was honored for the integration of these innovative in-wheel motors by the "Germany - Land of Ideas" initiative under the patronage of the President of the Federal Republic of Germany, and was named ambassador of the initiative to represent Germany's innovative power all around the world.

In the development of electric vehicles BRABUS ZERO EMISSION works together with energy supplier RWE. The smart BRABUS electric drive is the first exclusive electric car with BRABUS equipment built in series production. It has been coming off the assembly lines since late 2012 and can be ordered at all smart centers.

BRABUS is also committed to being the "engine" of the InnovationCity Bottrop, the home of the company. The city in the heart of the Ruhr Valley won a 2011 contest held in the entire Ruhr region. The contest's objective is to reduce carbon-dioxide emissions, to further improve energy efficiency and to implement measures of climate protection. BRABUS supports this initiative with the development of ecofriendly vehicle concepts with combustion engines, hybrid and electric drives.

The BRABUS Classic Division is among the top addresses worldwide for the restoration of classic Mercedes-Benz automobiles. A unique selling point is the BRABUS Classic Warranty of two years with unlimited miles for classic vehicles rebuilt from the ground up. The leading vintage-car experts' organization Classic Data awarded these vehicles a grade of "A" for their condition and amends the expertise with the statement that these vintage cars represent classics with "new-car character."

At the 2015 Geneva Motor Show, BRABUS presents numerous world premieres such as the BRABUS 900 ROCKET and the BRABUS 850 6.0 Biturbo Coupe based on the Mercedes S-Class, as well as the exclusive BRABUS refinement program for the new V-Class. Another focus of the BRABUS exhibition

stand is the work of the BRABUS Classic division which displays three vintage Mercedes cars rebuilt from the ground up.

BRABUS offers its sales partners around the globe a strong partnership. In the US and Canada BRABUS is present with its own subsidiary, BRABUS USA LP, which moved into a new, even larger tuning center in Irvine, California, in November 2010.

Since spring 2011 the company has also had a wholly owned branch in the Middle East, BRABUS Middle East LLC. As befits BRABUS, this is not just a sales office as is the case for other tuning companies, but a full-fledged tuning operation with state-of-the-art workshop, upholstery shop and logistics center. BRABUS Middle East is located in downtown Dubai. It is joined by an exclusive BRABUS showroom on Sheikh Zayed Road, the most important traffic artery in the United Arab Emirates.

With its partner PANG DA Automobile Trade Group, BRABUS already operates a branch in practically all Chinese cities. In addition to the first BRABUS Flagship Store, which opened in Beijing in October 2013, the Chinese sales network currently counts 45 branches all across the country.

Currently the BRABUS network of authorized dealers and service partners extends to 106 countries around the globe. BRABUS is also innovative on the internet: a special BRABUS app has been available for iPhone and iPad since mid-2011. The BRABUS CAR CONFIGURATOR on the BRABUS website lets prospective buyers virtually configure their personal dream cars.

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