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The Ultimate Go-Anywhere Pickup

BRABUS 900 XLP “ONE OF TEN”

The new, limited-edition top-of-the-range model of the exclusive BRABUS high-performance off-road pickup

BRABUS ROCKET 900 V8 twin-turbo, increased-displacement engine with 662 kW / 900 hp and a peak torque of 1,250 Nm

Sprint to 100 km/h in 4.4 seconds and 210 km/h top speed

Outstanding off-road capabilities due to special BRABUS portal axles for a ground clearance of 49 centimeters

Sporty-elegant BRABUS MASTERPIECE interior design

After the great global success of the BRABUS 800 Adventure XLP pickup based on the Mercedes-AMG G 63, BRABUS (Brabus-Allee, D-46240 Bottrop, phone +49 / (0) 2041 / 777-0, fax +49 / (0) 2041 / 777 111, Internet www.brabus.com) now further ups the ante with a thrilling, even more powerful variant.

The new BRABUS 900 XLP “ONE OF TEN” is powered by the brawniest engine from BRABUS production: The BRABUS ROCKET 900 V8 twin-turbo, increased-displacement engine is an evolution of the G 63 engine with a displacement increase to 4.5 liters. It produces a peak output of 662 kW / 900 hp (888 bhp) and a peak torque of 1,250 Nm (922 lb-ft), though the latter is capped at 1,050 Nm (774 lb-ft) in the vehicle. It pushes the high-end pickup from zero to 100 km/h (62 mph) in just 4.4 seconds. Due to the high center of gravity and the all-terrain tires mounted on custom-developed BRABUS Z/HD 22-inch forged wheels, the top speed is electronically limited to 210 km/h (130 mph).

The vehicle pictured in the attached photos sports a ‘ROCKET Grey’ special paint finish and a black BRABUS MASTERPIECE interior with carbon adornments and elements glazed in red.

The BRABUS 900 XLP “ONE OF TEN” will be built in a limited edition of just ten vehicles.

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The Bottrop-based company, which has been accredited as a vehicle manufacturer with the German Federal Motor Transport Authority for decades, showcased its expertise as a body maker in 2020 with the BRABUS XLP pickup, for which it developed a discrete body variant for the current Mercedes G-Class of the W 463 series in best English coachbuilding tradition.

To transform the off-roader into a pickup with a large and truly useful cargo bed, the BRABUS engineers employed state-of-the-art design and engineering software to develop a special module for the ladder-type steel frame. It stretches the wheelbase by 50 centimeters (20 in) while retaining the frame's high torsional rigidity. The rear end of the cab is formed by a new rear wall with heated window.

The pickup bed is likewise an all-new design. It makes the vehicle 68.9 centimeters (27.1 in) longer than a standard G 63 without rear-mounted spare. In order to turn the overall length of 5.31 meters (209 in) into an eye-catcher, CSP, a business division of BRABUS Group specializing in the development and manufacture of high-tech components made from composite materials, devised tailor-made carbon bodywork components such as the rear side walls, which it manufactures using the complex prepreg process. They are complemented with newly designed steel components such as the bed floor and the side-hinged tailgate. This material mix offers a perfect combination of precise fit, maximum strength and high load-bearing capacity. The Flexiteek bedliner is not only extremely durable, but also gives the pickup a classy touch of yacht design. The dual, matt black bed bars behind the cab augment the thrilling pickup looks and also allow tying down a wide range of items securely.

The unusual appearance of the off-road supercar is also made particularly striking by the BRABUS WIDESTAR bodywork components. The fender flares fitted with additional wheel arches, likewise manufactured from exposed carbon with matt, sealed finish, make the pickup 11.6 centimeters (4.6 in) wider than a stock G-Class model. The side rub strips, the BRABUS hood cowl with two power bulges and the robust front and rear skid plates are also made from that same composite material.

The WIDESTAR front fascia with its large air intakes makes the front-end design of the **BRABUS 900 XLP "ONE OF TEN"** particularly dynamic and accommodates not only the

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exposed-carbon radiator grille with BRABUS logo, but also a beefy front protection element and a winch with a pulling capacity of 4,500 kilograms (9,921 lbs.).

An exposed-carbon trim panel with embedded BRABUS logotype gives the rear end decidedly sporty looks as well. It is complemented by a WIDESTAR fascia that like its counterpart at the front perfectly transitions to the flares.

The rocker panels were also tailor-made to account for the longer wheelbase and high ground clearance of this pickup. Power-retractable steps are additionally available as an option and make it easier and safer to get in and out of the pickup. LEDs integrated into the flares ensure safe step also in the dark. Like the BRABUS logos in the front fender flares, they light up when a door handle is pulled or the central locking system is activated by Keyless Go when approaching the vehicle.

The spectacular bodywork design of the **BRABUS 900 XLP “ONE OF TEN”** is rounded off by the roof rack and the exposed-carbon wind deflector with four auxiliary LED lights above the windshield.

A special chassis also plays a part in ensuring that this supercar fulfills its purpose as an absolutely off-roadable pickup. It gives the vehicle an extremely high ground clearance of 49 centimeters (19.2 in) and enables extensive articulation of both axles. To this end, the BRABUS engineers and technicians developed a heavy-duty suspension with portal axles. This design principle comprises special wheel ends with integral portal gear, which compensate for the added height of the raised vehicle and powertrain. The components required for this, such as the new integral subframe and the control arms, are produced from high-strength aluminum with the aid of cutting-edge CNC technology. Just like the production G-Class, the rear axle uses the principle of a rigid axle. This also required newly designing the axle components and milling them from solid pieces of aluminum. The changes include a reinforced axle housing and all control arms of the suspension. This axle geometry, computed and tested extensively, plays a key role in the outstanding off-road capabilities of the BRABUS pickup.

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BRABUS developed a tailor-made version of the BRABUS Ride Control coilover suspension specifically for the raised chassis. At the touch of a button in the cockpit, the driver can change the damper settings using the standard DYNAMIC SELECT suspension adjustment feature of the current Mercedes G-Class. In addition, the ride height of the titanium-coated BRABUS aluminum suspension can be adjusted as well.

The visual identifying feature of the BRABUS chassis are the new BRABUS Monoblock Z HD wheels that were adapted to the portal axles with an eight-hole bolt pattern. These alloys are designed for maximum strength and in size 9.5Jx22 with Pirelli Scorpion ATR all-terrain tires of size 325/55 R 22 fill out the space under the exposed-carbon fender flares perfectly. The wheels for the first vehicle of this limited edition were painted 'Gunmetal Black' and adorned with red pinstripes.

The name of this exceptional supercar says it all: The **BRABUS 900 XLP "ONE OF TEN"** is powered by the currently most potent engine from the extensive engine range of the Bottrop factory of dreams. The engine is not only a special treat in terms of technology, but also in terms of appearance, as opening the hood with its characteristic cowl reveals: The red carbon BRABUS cover sit atop an eight-cylinder, four-valve, twin-turbo engine that was upgraded with select high-performance components.

To achieve the targeted 900 horsepower, the engine block was revised in a first step. For the **BRABUS 900 ROCKET V8 Biturbo** specification, the displacement was increased from stock 3,982 cc to 4,407 cc (243 to 269 cu in). To this end, the BRABUS engine shop increases the cylinder bore to 84 millimeters (3.3 in) and installs accordingly sized forged pistons. A precision-balanced, billet aluminum crankshaft with a longer stroke of 100 millimeters (3.9) and correspondingly longer connecting rods complete the surgery on the mechanical inner workings of the V8.

In order to supply the high-performance engine with enough fuel and air, the BRABUS power unit engineers developed special high-pressure pumps with increased delivery rate, and a modified air filter system.

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The forced induction system was also upgraded: The two production turbos had to make way for two BRABUS high-performance turbochargers with larger compressor unit and reinforced axial bearing. They produce a maximum boost pressure of 1.4 bar. In addition, BRABUS delivers an acoustical treat in the form of BRABUS Boost Xtra, two special components for the two bypass valves of the engine. They produce a clearly audible blow-off noise when the driver lifts off the gas, which is reminiscent of turbocharged racing engines.

The BRABUS high-performance exhaust system was custom-designed for the longer wheelbase of the pickup. What is more: The system also includes high-performance metal catalysts that reduce exhaust backpressure, special gasoline particulate filters and the two rear mufflers at the left and right, whose chrome tailpipes exit in pairs under the running boards in front of the rear wheels on either side of the vehicle. Integrated, actively controlled butterfly valves in the exhaust provide an active sound management from the driver's seat. In the open position, the BRABUS high-end engine produces a throaty, sporty eight-cylinder sound. The closed position generates a subtle "Coming Home" exhaust note.

All of the BRABUS high-performance hardware was calibrated in extensive tests on dynamic and stationary test benches and in lengthy road tests to harmonize perfectly with engine, nine-speed transmission and all-wheel-drive system. This results in new maps for injection, boost pressure control, and ignition.

The **BRABUS 900 ROCKET V8 Biturbo** increased-displacement engine ushers in a new performance dimension for street-legal pickups. The twin-turbo, eight-cylinder produces its peak output of 662 kW / 900 hp (888 bhp) at a low 6,200 rpm. The equally outstanding peak torque of 1,250 Nm (922 lb-ft) is already on tap at 2,900 rpm. It is electronically limited in the car to 1,050 Nm (774 lb-ft) in order to protect the drivetrain. The nine-speed automatic transmission can also be shifted manually with the ergonomic BRABUS RACE carbon paddle shifters on the steering wheel.

The driving performance is equally outstanding and reflects the engine's performance data. From rest, the off-road-capable supercar hoists itself to 100 km/h (62 mph) in just 4.4 seconds. Due to the all-terrain tires, the top speed is electronically limited to 210 km/h (130 mph).

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The driver and passengers of the **BRABUS 900 XLP “ONE OF TEN”** experience this superiority in a cockpit that offers luxury and individuality in their purest form. The company upholstery shop will craft a bespoke BRABUS MASTERPIECE interior for each vehicle, which will be designed to the personal wishes of the vehicle owner on every detail. To make getting in and out easier, the rear doors are modified so that they open at an angle of up to 90 degrees. The rear passengers are kept informed about the destination, outside temperature and speed by three gauges, which were stylishly integrated into the headliner with the aid of a custom console.

The vehicle shown in the photos was upholstered with the finest ‘Mondial Black’ leather to contrast with the gray special paint finish. The leather is adorned with ‘Jet Black’ piping and likewise black stitching. The center sections of the seats and parts of the door panels feature shell-shaped quilting and perforations applied with pinpoint precision. The plastic parts in the interior were enhanced with matt ‘ROCKET Red’ glazing for contrast.

The exclusive designer cockpit also includes a clock, which was designed by luxury watchmaker Panerai to echo their famed LUMINOR chronograph. An extensive carbon package and tailor-made aluminum components such as pedals and door lock pins add decidedly sporty touches in the cockpit. The BRABUS 300-km/h (186-mph) speedometer reflects the tremendous performance potential of this high-end pickup.

The **BRABUS 900 XLP “ONE OF TEN”** sells for 658,625 euros (export price in Germany excluding statutory VAT).

Fuel economy, CO₂ emissions and efficiency class:

BRABUS 900 XLP “ONE OF TEN” based on the Mercedes-AMG G 63: city 19.2 l/100 km (12.3 mpg), highway 13.3 l/100 km (17.7 mpg), combined: 15.5 l/100 km (15.2 mpg). Combined CO₂ emissions: 353 g/km, efficiency class G.

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