

CLASSIC DRIVER

350.2 km/h: The Fastest Saloon In The World



The 640-hp twin-turbo twelve cylinder E-Class set a new world record during the 'auto motor und sport' magazine high-speed tests in Nardo, Italy.

With this record, the small-series production E V12 ultra-performance saloon, based on the current Mercedes W 211 E-Class series, follows in the footsteps of the legendary BRABUS E V12 based on the predecessor W/S 210 E-Class. In October of 1996 this found an entry into the Guinness Book of World Records as the 'world's fastest saloon' with an electronically limited top speed of 330 km/h (205 mph).

The 2005 model year car is powered by a BRABUS SV 12 increased-displacement engine, which is 'surgically mplantied' into the confines of the E V12's modified engine bay. The twin-turbo twelve-cylinder engine normally powers the current Mercedes 600 models. Installation of a new longer-stroke crankshaft milled from one piece, precision-balanced piston rods and larger pistons with correspondingly increased bore results in a displacement increase from normally 5.5 to 6.3 liters. The engine of the BRABUS E V12 Biturbo delivers an enormous maximum power output of 640 hp at 5,100 rpm, and an even more impressive peak torque of 1,026 Nm (756.7 lb.-ft.), available from a low 1,750 rpm.

In addition to reaching a top speed of 350.2 km/h the world's fastest saloon also demonstrated excellent sprinting qualities: 4.5 seconds from 0 - 100 km/h, 11.7 seconds from 0 - 200 km/h and 30.6 seconds to 300 km/h are unique for saloons. The multi-piece BRABUS Monoblock VI light-alloy wheels come in sizes 8.5Jx19 on the front axle, and 9.5Jx19 on the rear, shod with high-performance tyres from Pirelli in sizes 255/35 ZR 19 in front/285/30 ZR 19 rear.



BRABUS also equips the new E V12 Biturbo with a special high-performance brake system. The system is calibrated to the electro-hydraulic SBC brake system of the E-Class. It consists of 375-millimeter (14.8 inches) ceramic discs with 12-piston aluminum calipers on the front axle and six-piston calipers on 355-millimeter (14.0 inches) vented and perforated steel discs in the rear.

The company also conducted extensive wind tunnel testing to ensure highest aerodynamic efficiency: The BRABUS front bumper with integrated spoiler reduces lift on the front axle, thus further optimizing directional stability at high speeds. Its aerodynamic counterpart in the rear is the BRABUS spoiler lip for the boot.

Inside, the cockpit is equipped with an exclusive BRABUS full-leather interior crafted from a combination of especially soft yet durable BRABUS Mastik leather and Alcantara. Inserts made from genuine carbon in the dashboard, centre console and door panels create a sporty feel. In addition the saloon can be equipped with a state-of-the-art BRABUS multimedia package with DVD player and LCD screens integrated into the back of the front headrests.



The BRABUS E V12 Biturbo is built in small-series production and starts at 298,000 Euros.

Text/Photos: Brabus

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