

### BRABUS BODO

## The New High-Performance Gran Turismo Coupe is an Homage to BRABUS Founder Bodo Buschmann

- Strictly limited production of only 77 units worldwide
- Coachbuilt 2+2-seater Masterpiece supercar with a high-strength carbon-fiber body and active aerodynamics
- 5.2-liter V12 biturbo engine producing 735 kW / 1,000 hp and 1,200 Nm (885 lb-ft) of maximum torque
- 0 – 100 km/h (62 mph) in 3.0 seconds, 0 – 300 km/h (186 mph) in 23.9 seconds and a Vmax of 360 km/h (223 mph)
- 21-inch BRABUS Monoblock Z-GT "Shadow Edition" wheels with specially developed high-performance tires

World premiere at FuoriConcorso on the shores of Lake Como, Italy, from May 16-17, 2026: With the all-new BRABUS BODO, German luxury mobility brand BRABUS (Brabus-Allee, 46240 Bottrop, Germany, Phone +49 (0) 2041 777-0, [www.brabus.com](http://www.brabus.com)) presents a strictly limited, coachbuilt 2+2-seater high-performance Gran Turismo coupe, created as an homage to its founder, Bodo Buschmann.

Inspired in its design by the golden age of the automobile, yet developed with a clear focus on the present day, the BRABUS BODO represents the culmination of a journey decades in the making—translating a generational wealth of expertise into a new benchmark for elegance, individuality and German craftsmanship within the BRABUS supercar portfolio. And all of this, true to the brand's DNA, paired with a performance spectrum on eye-level with the most advanced automotive thoroughbreds of our time.

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This philosophy becomes evident in every detail: the body, manufactured entirely from high-strength carbon fiber using the pre-preg process, combines consistent lightweight construction with exceptional rigidity. At the same time, in line with the BRABUS “One-Second-Wow” mission, it captivates with a striking, sculptural silhouette—combining aerodynamics perfected in the wind tunnel with confident, style-forward aesthetics.

Just as extraordinary as the visual appearance of the new BRABUS BODO is the heart beating beneath its carbon-fiber hood: a hand-built 5.2-liter V12 biturbo engine producing 735 kW / 1,000 hp and 1,200 Nm (885 lb-ft) of maximum torque. From a standstill, the BRABUS BODO accelerates to 100 km/h (62 mph) in just 3.0 seconds. After only 23.9 seconds, the new Gran Turismo coupe reaches 300 km/h (186 mph). Its top speed is electronically limited to 360 km/h (223 mph).

Technology partner Continental developed specially tailored SportContact 7 Force high-performance tires specially for the BRABUS BODO. These are mounted on 21-inch BRABUS Monoblock Z-GT “Shadow Edition” wheels.

The exclusive BRABUS Masterpiece interior was meticulously designed with the driver in mind, resulting in a bespoke cockpit layout featuring carefully selected materials such as fine leather and exposed carbon fiber.

As a tribute to the founding of BRABUS in 1977, the BRABUS BODO will be built strictly to order in a limited production of just 77 units worldwide. Each bespoke vehicle will be individually manufactured in this limited series according to the wishes of its buyer. The base price is listed at 1,000,000 euros (export price not including VAT in Germany.)

“Nearly fifty years ago, my father decided to start his own business. His passion is what built BRABUS,” explains BRABUS CEO and owner Constantin Buschmann. “However, there was one car he would often talk about, which, in the end, he never got to realize. It was a dream he had for a very long time. Today, we are honoring his legacy by finally bringing this dream to life. And, of course, it can carry only one name: BODO.”

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As a tribute to BRABUS' late founder Bodo Buschmann, the BRABUS BODO officially makes its worldwide debut during a live stage unveiling at FuoriConcorso on Lake Como, Italy on May 16, 2026 at 12:15 PM CEST. Since its inception in 2019, the event has been praised by tastemakers and media as one of the most prestigious gatherings in the international automotive calendar—surrounded by historic villas, majestic gardens and a curated selection of the world's most extraordinary automobiles. Production of the new BRABUS BODO is limited to 77 units worldwide.

With this strictly limited Masterpiece supercar, globally renowned luxury brand and accredited vehicle manufactory BRABUS elevates its philosophy of creating exclusive high-performance supercars in the tradition of the world's most renowned coachbuilders to a new pinnacle. For nearly two decades, the idea of creating a BRABUS supercar of this caliber has been revisited time and again—refined, reimaged and continuously pushed forward. What began as a bold vision from the mind of Bodo Buschmann evolved into a clearly defined ambition: to develop a next-level Gran Turismo that unites uncompromising performance with unmistakable signature design and a true, all-encompassing coachbuilding character.

With the support of state-of-the-art Computer-Aided Design (CAD) technology, numerous iterations were developed until the BRABUS engineers, designers and production experts—under the leadership of Constantin Buschmann and BRABUS Chief Technology Officer Jörn Gander—arrived at the perfect synthesis of striking aesthetics and uncompromising power. Slated for a top speed of 360 km/h (223 mph) since the first sketch of the BRABUS BODO was put to paper, aerodynamic efficiency also played a defining role throughout the entire engineering process, with strong vertical load and precise balance between the front and rear axles forming key pillars of the vehicle's development.

The choice of carbon fiber as the material for the entire body—with the exception of the windows and the fixed panoramic glass roof—enables an outstanding combination of strength and lightweight construction. Within BRABUS' advanced composite manufacturing facilities, each individual component was formed using molds and then cured under controlled heat and pressure inside an autoclave. Particular emphasis was placed on perfect fitment and flawlessly smooth surface finishes.

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The distinctive face of the BRABUS BODO is defined by unique LED matrix headlights and its striking radiator grille featuring the BRABUS emblem and 13 vertical slats. Integrated within are also two large RAM-AIR ducts, which supply the precision-engineered twelve-cylinder engine with cool intake air. Equally characteristic are the aerodynamically optimized air intakes in the front fascia, which ensure a constant supply of fresh air to the radiators for water and oil, as well as to the front brakes. The high-gloss sealed exposed-carbon front spoiler generates aerodynamic downforce at high speeds on the front axle while further emphasizing the vehicle's sporty appearance.

The wheel arches at the front provide space beneath their tightly contoured fenders for custom-made 21-inch BRABUS Monoblock Z-GT "Shadow Edition" forged wheels in size 9.5Jx21, fitted with 275/35 ZR 21 high-performance tires. At the rear axle, 325/30 ZR 21 tires mounted on eleven-and-a-half-inch-wide wheels ensure optimal traction for the driven rear wheels as well as outstanding lateral stability during fast cornering.

Developed and produced specifically for the BRABUS BODO, the new Continental SportContact 7 Force high-performance tires are engineered to maintain controllability under extreme acceleration, braking and cornering loads. Their adaptive tread structure continuously adjusts the tire's contact patch under changing lateral and longitudinal forces, directing load toward the reinforced outer shoulder during high-speed cornering to ensure stable and precise force distribution. This allows steering inputs, braking forces and power delivery to be transferred to the road consistently and accurately. Even during abrupt directional changes, the tires maintain predictable handling characteristics at speeds of up to 370 km/h (230 mph).

Like the tires, the wheels are also custom-made components of this Masterpiece supercar. Manufactured using the latest forging technology and CNC machining, they feature 20 intricate, concavely shaped spokes, along with a center-lock-style hub cover. They not only offer exceptional strength but are also remarkably lightweight for their large dimensions. This reduces unsprung mass, resulting in more agile handling. They also make a significant contribution to the comparatively low dry weight of just 1,774 kilograms (3,911 lbs.) for an ultra-

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luxury automobile measuring 506 centimeters (16.6 ft.) in length and 202 centimeters (6.6 ft.) in width. A brand-typical black finish completes the look.

From the side, apart from the BRABUS wheels, the strikingly low, flowing silhouette of the BRABUS BODO immediately captures attention. Standing just 130 centimeters (4.2 ft.) tall, the supercar features elegantly sculpted rear side sections that taper dynamically toward the back and transition seamlessly into the rear end. When the doors are opened, the BRABUS logo, combined with a stylized sunburst graphic, is projected onto the ground on both sides of the vehicle, creating a visually impressive effect, especially in low-light conditions.

The rear view is defined not only by its wide proportions but also by an innovative lighting architecture. For this, the BRABUS designers and engineers selected seven individual LED units on each side, complemented in the center by the BRABUS lettering, also rendered using this advanced lighting technology. These elements are framed within a harmoniously integrated exposed-carbon fiber element, which also houses the rear license plate.

The diffuser integrated beneath, made from the same high-tech composite material, contributes not only to the rear axle's downforce concept but also visually highlights the exhaust system. Positioned on either side of the diffuser channel are two rectangular tailpipes per side, stacked vertically. These are manufactured from titanium using a high-tech 3D metal printing process and form part of the BRABUS high-performance exhaust system, creating a distinctive and powerful visual signature.

Even greater downforce at the rear of this Gran Turismo coupe is generated by the electrically deployable two-stage rear spoiler. At higher speeds, it automatically extends in multiple stages and continuously adapts its position to increasing aerodynamic demands in order to enhance rear-axle stability and balance. Under heavy braking above 140 km/h (87 mph), the system reacts instantly by positioning the spoiler vertically as an air brake, using the resulting increase in aerodynamic drag to support more effective deceleration. Aerodynamic refinement also characterizes the exposed-carbon trunk lid: a centrally positioned high-speed fin further improves straight-line stability at high speeds. The "77" logo positioned under the rear window

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commemorates the year 1977, when Bodo Buschmann founded BRABUS almost half a century ago.

The suspension architecture of the BRABUS BODO combines a double wishbone front setup with a highly sophisticated multi-link rear axle. In close collaboration with technology partner KW, the BRABUS specialists developed an electronically controlled system featuring aluminum coilover struts, specifically tuned to the coupe's 21-inch wheel and tire combination. From the cockpit, the driver can select from five different driving modes, ranging from a comfort-oriented setup for everyday road use to a distinctly firm configuration designed for maximum performance on the racetrack. Furthermore, the BRABUS BODO is equipped with a lift system for both the front and rear axles, allowing the entire vehicle to be raised by approximately 25 millimeters (0.9 in.). Once a speed of 45 km/h (28 mph) is reached, the suspension automatically returns to its normal ride height.

Naturally, the 2+2-seater is also equipped with a comprehensive range of modern safety and driver assistance systems. These include autonomous emergency braking, lane-keeping assistance, lane-change assist, blind-spot monitoring, automatic traffic sign recognition and an advanced electronic traction control system that continuously manages power delivery to maintain optimal rear-wheel traction under acceleration.

To ensure powerful and fade-resistant deceleration, the BRABUS BODO is equipped with ventilated and perforated carbon-ceramic composite brake discs. At the front axle, 410 x 38 millimeter (16.1 x 1.5 in.) discs are combined with six-piston fixed calipers, while the rear axle features 360 x 38 millimeter (14.1 x 1.5 in.) discs paired with four-piston fixed calipers.

And these braking components have significant work to do, as this German 2+2-seater is powered by one of the most powerful twelve-cylinder engines ever installed in a road-legal supercar: the lightweight alloy engine, with a displacement of 5.2 liters, incorporates all the ingredients that define a modern high-performance powertrain. The V12 features two flow-optimized four-valve cylinder heads and a fuel injection system engineered according to the latest technological standards. Complementing this is the BRABUS high-performance turbo

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system, consisting of a RAM-AIR airbox, highly efficient intercooling, and two specially developed turbochargers.

Another bespoke development is the BRABUS high-performance exhaust system with electronically controlled sound management. Four precisely tuned metal catalytic converters and special gasoline particulate filters reduce back pressure, further enhancing performance. The specially developed electronic BRABUS engine management system ensures that all components are perfectly coordinated and also guarantees compliance with the strict EURO 6E-ISC-FCM emissions standard. This system includes five driving modes, allowing the driving experience to be individually tailored to the preferences of the driver.

In “Wet” mode—designed, as the name suggests, primarily for slippery road conditions—the suspension is set to its most comfort-oriented configuration, torque output is reduced and the gear shifts of the automatic transmission are made considerably smoother. For everyday driving, the “GT” mode offers a sporty yet comfortable suspension setup, a refined V12 sound as well as a powerful, harmonious power delivery and shifting behavior. In “Sport” mode, the engine responds even more directly to throttle inputs, while upshifts occur at higher engine speeds. At the same time, the exhaust system produces a more pronounced sound due to the active exhaust valves, and the steering becomes more direct. The “Sport+” setting emphasizes the dynamic capabilities of this supercar even further. In addition, the BRABUS BODO offers the option to individually configure all driving parameters according to the personal preferences of its owner through a fully customizable mode.

The BRABUS BODO produces a peak performance output of 735 kW / 1,000 hp at 6,400 rpm. Equally impressive is the maximum torque of 1,200 Nm (885 lb-ft), which is available consistently between 2,900 and 5,000 rpm. Power is transmitted to the rear wheels via an eight-speed automatic transmission with torque converter, which can also be operated manually using the carbon-fiber BRABUS paddle shifters at the steering wheel. The electronic differential regulates traction differences between the two driven wheels instantly, with up to 100 percent locking capability. The entire drivetrain is lubricated using high-performance fluids from technology partner MOTUL.



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The performance figures of the BRABUS BODO place it firmly among the upper echelon of modern supercars. From a standstill, the 2+2-seater accelerates to 100 km/h (62 mph) in just 3.0 seconds. After 8.5 seconds, the Gran Turismo coupe reaches 200 km/h (124 mph). The sprint from 0 to 300 km/h (186 mph) is completed in just 23.9 seconds. Even at this point, the vehicle's potential is far from exhausted: only at 360 km/h (223 mph) does an electronic limiter bring further acceleration to a halt.

However, the new BRABUS Masterpiece does not fascinate solely through its raw performance data, but above all through the unique power delivery characteristics of its engine. Advanced control systems ensure an exceptional driving experience, which features an almost perfectly balanced weight distribution of 50.2 percent at the front and 49.8 percent at the rear. The different driving programs—from “Wet” to “GT” to “Sport+”—also influence the engine's power delivery, while in the “Individual” program, traction control can be adjusted precisely to the driver's personal preferences. These settings also interact with the adaptive damping system integrated into the suspension with double wishbones at the front and a multi-link rear axle. Here, too, various modes can be selected from the cockpit, ranging from “Comfort” for everyday driving to a performance setup designed for track use.

in-house upholstery workshop, the cockpit of the new BRABUS BODO was handmade by true masters of their craft, with a clear focus on long-distance comfort, precise driver-oriented design, and unmistakable craftsmanship. In keeping with the “Piano Black” exterior finish, the cabin is lined with black leather in various finishes, complemented by a selection of carbon-fiber elements on the steering wheel, dashboard, center console and door panels. High-gloss BRABUS “Shadow Gray” accents on selected interior components further emphasize the technical and contemporary character of the cockpit.

Occupants of the Gran Turismo coupe are welcomed by stainless-steel BRABUS entry panels and the embroidered signature of the vehicle's namesake integrated into the door panels. The ergonomically contoured seats are designed to provide both exceptional comfort and strong lateral support during dynamic driving. The dynamic silhouette of the BRABUS BODO is additionally embroidered into the seat backrests as a bespoke design detail.



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A prime example of BRABUS' signature attention to detail is the precise stitching in the BRABUS "Shell" design on all four seats, accented by a centrally positioned "Double-B" embossing logos and BRABUS Masterpiece plaques. This quilting also extends to the leather-trimmed cockpit floor, luggage compartment, floor mats and trunk liner, creating a consistent visual identity throughout the interior. The ergonomically designed, flat-bottomed steering wheel offers optimal grip even during rapid steering maneuvers. Additional sporty details include carbon-fiber pedals and a matching footrest.

To complete the ownership experience, each BRABUS BODO is delivered with a selection of bespoke accessories. The vehicle keys are wrapped in matching leather, while a leather BRABUS "Weekender" bag, likewise finished in the interior color of the Gran Turismo coupe, provides the ideal companion for extended journeys and weekend escapes.

In addition, every vehicle is equipped with a blockchain-based Digital Product Passport integrated directly into a dedicated Spec Plate located in the luggage compartment. Developed in collaboration with the Aura Blockchain Consortium, the system provides verified documentation of authenticity, ownership and vehicle specification—ensuring complete transparency and traceability for every BRABUS Masterpiece produced in Bottrop, Germany.

### **Fuel economy and CO<sub>2</sub> emissions as per WLTP:**

Weighted fuel consumption, combined	13.7 l/100km (17.1 mpg)
Weighted CO <sub>2</sub> emissions, combined	312 g/km
Emission standard	Euro 6d-ISC-FCM
Efficiency class	G

### **Technical Specifications BRABUS BODO**

2+2-seater Gran Turismo Coupe with aluminum monocoque chassis, coachbuilt carbon-fiber bodywork and active aerodynamics. Strictly limited production of 77 units worldwide.

#### **CHASSIS**

Aluminum monocoque

#### **BODYWORK**

Coachbuilt BRABUS two-door bodywork. Material: carbon fiber.

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Active aerodynamics with extendable rear spoiler featuring air brake function.

### DIMENSIONS

Length:	5,062 mm (16.6 ft.)
Width:	2,027 mm (6.6 ft.)
Height:	1,305 mm (4.2 ft.)
Dry weight:	1,774 kg (3,911 lb)
Permissible gross weight:	2,315 kg (5,104 lb)
Weight distribution front/rear:	50.2% / 49.8%
Fuel tank capacity/reserve:	82 l / 10 l

### ENGINE

Hand-built 5.2-liter twelve-cylinder four-valve biturbo engine.

BRABUS high-performance turbocharging system with RAM-AIR airbox, high-efficiency charge-air cooling and two special turbochargers. BRABUS stainless-steel exhaust system with four tailpipes produced using 3D metal printing technology. Four high-performance metal catalysts and special gasoline particulate filters. Electronic engine management with specially programmed maps for injection, ignition and boost pressure control.

Displacement:	5,204 cm <sup>3</sup>
Bore:	86 mm (3.3 in.)
Stroke:	89 mm (3.5 in.)
Compression ratio:	9.31:1
Power output:	735 kW / 1,000 hp at 6,400 rpm
Maximum torque:	1,200 Nm (885 lb-ft) between 2,900 and 5,000 rpm
Engine oil:	MOTUL fully synthetic
Fuel:	102 ROZ, optional 98 ROZ

Electronically controlled high-end driving dynamics systems with five modes:  
Wet, GT, Sport, Sport+ and Individual

### POWERTRAIN

Rear-wheel drive with electronically controlled differential on the rear axle.

Eight-speed automatic transmission with torque converter, optionally shiftable manually via BRABUS paddle shifters at the steering wheel.

### SUSPENSION

Front axle: double-wishbone front suspension, electronically controlled adaptive aluminum struts, lift system. Rear axle: multi-link rear suspension, electronically controlled adaptive aluminum struts, lift system.

### WHEELS AND TIRES

One-piece BRABUS Monoblock Z-GT "Shadow Edition" light-alloy wheels, produced using a combination of forging and CNC machining technology, with concave center section.

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Front: 9.5Jx21  
Rear: 11.5Jx21

Continental SportContact 7 Force high-performance tires developed exclusively for the BRABUS BODO.

Front: 275/35 ZR 21  
Rear: 325/30 ZR 21

### **BRAKING SYSTEM**

Dual-circuit braking system with internally ventilated, perforated carbon-ceramic brake discs and fixed calipers. ABS. Electric parking brake.

Front: 410 x 38 mm (16.1 x 1.5 in.) brake discs and six-piston fixed calipers  
Rear: 360 x 38 mm (14.1 x 1.5 in.) brake discs and six-piston fixed calipers

### **PERFORMANCE**

0 - 100 km/h (62 mph):	3.0 s
0 - 200 km/h (124 mph):	8.5 s
0 - 300 km/h (186 mph):	23.9 s
Top speed:	360 km/h (223 mph), electronically limited

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