



Mercedes-AMG E53 Sedan & Coupe

TYPE: Four-door, four-passenger sedan, or two-door, four-passenger coupe

ENGINE: 2,999cc AMG-enhanced 3.0-liter I-6 with EQ Boost

HORSEPOWER: 429 at 6,100 rpm; EQ Boost adds 21 hp

TORQUE: 384 lb-ft at 1,800-5,800 rpm; EQ Boost adds 184 lb-ft

DRIVE SYSTEM: AMG Performance 4Matic+ all-wheel drive; fully variable torque split

TRANSMISSION: AMG SpeedShift TCT 9G

ACCELERATION: Zero-60 mph 4.4 sec (est.) **TOP SPEED:** 130 mph

An important series of upgrades for the 2019 E-Class AMG sedan – to be badged the E53 – includes a more powerful electrified Mercedes engine with EQ Boost, matched to the latest SpeedShift TCT 9G automatic transmission. Along with an enhanced continuously adjustable AMG air suspension and updated interior equipment, this new model looks to be a formidable 429-horsepower machine.

The new AMG E53 sedan is a direct replacement for the existing E43 sedan, and brings it in line with the AMG E53 coupe and cabriolet models. All the cars will go on sale in the United States in fall 2018, and pricing will become available at that time.

The AMG-enhanced 3-liter inline 6-cylinder engine has an EQ Boost which, Mercedes-Benz claims, delivers “intelligent electrification.” This features a combined starter-alternator and is fitted between the engine and transmission, delivering power throughout the car using a novel 48-volt system. The 48-volt system is allied to the well-proven 12-volt system to power various accessories, but also provides a degree of hybridization.

These integrated hybridization elements help to endow the new E53 with an extra 21 horsepower along with a startling 184 pound-feet of torque on demand, not to mention the capability of power recovery and the now

near-imperceptible restarting ability from the engine’s start-stop function.

This enhanced engine is matched to the latest fully variable AMG-Performance 4Matic+ and all-wheel-drive installations. This, of course, features five different driving modes for drivers to suit their personal moods or preferences on each journey. Great abilities are claimed for the Affalterbach-developed Sport Suspension system, enhanced by the use of larger brakes – 14.2-inch four-piston front discs and 14.2-inch single-piston rear brakes.

For the first time, the AMG driver’s package has now allowed the electronically limited top speed to 130 mph, easily controlled by the improved chassis and braking systems of this ultrafast, ultrasecure machine. From the outside, the more purposeful mechanical package is easily distinguishable by a restyle to the hood (featuring two striking power bulges) by twin tailpipe trim elements in gloss chrome, and an optional new style of 20-inch AMG five-spoke alloy wheels.

Inside the car, all the mechanical changes for the 2019 model-year cars are signaled by the new standard-fit AMG-performance steering wheel (in Nappa leather), and the complete range of E-Class improvements, including the latest heads-up display of instrumentation, and the 12.3-inch central display for the infotainment system. 

