



Press Information

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Electrified performance meets efficiency:

The new Mercedes-AMG GLE 53 4MATIC+ and GLE 53 HYBRID 4MATIC+ models

- Enhanced 3.0-litre inline six-cylinder engine with exhaust turbocharger, higher revving capability, and up to 430 kW (585 hp) system output
- Extensive product upgrades with even more emotional design
- Wide range with SUV and Coupé, 48-volt mild hybrid and 400-volt plug-in hybrid system

Affalterbach/Schlieren. Mercedes-AMG has extensively further developed the successful GLE 53 family and updated it with an even more emotional design, enhanced equipment and state-of-the-art technology. The visual refresh gives the new models a more expressive presence. The revised front section impresses with a modified AMG specific grille, newly designed air intakes, and characteristic LED lighting that accentuates the sporty character.

The rear also stands out with newly shaped taillights in the star design and the AMG typical exhaust system with dual tailpipe trim. A wide selection of exclusive paint finishes is available, including for the first time as AMG standard finish the new MANUFAKTUR special color “hightech silver magno”, which perfectly visualizes the technological ambition of the models. The further enhanced 3.0 litre inline six-cylinder engine with its powerful, emotional sound underscores the visual presence of the new AMG GLE 53 with corresponding performance.

In Switzerland, the sales release for the new Mercedes-AMG GLE 53 models is planned for the end of May 2026. At that time, the prices and the engine variants available in Switzerland will also be announced.

“We have consistently further developed our GLE 53 six-cylinder models: more power, more visual presence, more digital services – and above all, a typical AMG driving experience. This allows us to meet the wishes of our customers even more precisely. Added to this are extensive options for more detailed individualization. The powertrains with 48-volt technology or the long-range plug-in hybrid leave nothing to be desired.”

Michael Schiebe, Member of the Board of Management of Mercedes-Benz Group AG, Production, Quality & Supply Chain Management, and CEO of Mercedes-AMG GmbH

Two powertrain concepts, one philosophy

With 48-volt technology or as a long-range plug-in hybrid: two electrified powertrains in the GLE 53 family combine sporty performance with pioneering efficiency and increased on-road dynamics with strong off-road capability. Available:

- Mercedes-AMG GLE 53 4MATIC+ with 48-volt technology and 330 kW + 17 kW (449 hp + 23 hp)
- Mercedes-AMG GLE 53 HYBRID 4MATIC+ plug-in hybrid with 330 kW + 135 kW (449 hp + 184 hp)

At the heart of both models is the further developed M256M EVO inline six-cylinder engine with a displacement of 3.0 litres. The turbocharged power unit delivers 330 kW (449 hp) and provides a maximum torque of 600 Nm (for the 48-volt version 640 Nm with overboost for 10 seconds). The high-performance six-cylinder particularly impresses with an even sportier power curve in the upper rev range.

Engine measures include a new cylinder head with improved intake and exhaust ports and a new intake camshaft. Added to this are a new intake system with larger volume and, for the 48-volt version, a new front cooler. The improved torque build-up and the even more agile response of the engine to accelerator-pedal commands ensure powerful thrust across all engine speeds up to the limiter. The overall performance curve has been adapted to the increased revving capability. As a result, the torque plateau has been extended. The boost pressure of the likewise optimized exhaust turbocharger of 1.5 bar supports the rich torque at high revs.

The electric auxiliary compressor (48-volt version only) can be operated over a longer period of time. It now provides up to 7.5 kW of electrical boost (previously 5.0 kW), further improving throttle response.

The second-generation integrated starter-generator (ISG) (48-volt version only) is compactly housed in the transmission bell housing. As a central component of the 48-volt onboard electrical system, it functions not only as an electric generator but also assumes hybrid functions. These include short-term boosting with 17 kW of power and 205 Nm of torque, recuperation, load-point shifting, and the almost imperceptible restart of the engine in start-stop operation. The new power unit already meets the upcoming EU7 emissions standard and will be certified accordingly from November 2027. Performance is beyond any doubt: acceleration from 0 to 100 km/h in the 48-volt version takes just 4.8 seconds – an improvement of 0.2 seconds compared to the predecessor model.

The Mercedes-AMG GLE 53 HYBRID 4MATIC+ combines the six-cylinder engine with a 135 kW (184 hp) electric motor. The 400-volt plug-in hybrid thereby combines sporty driving dynamics with the option of locally emission-free mobility. The high power density of the hybrid drive unit is achieved through permanently excited synchronous technology with an internal rotor. The maximum torque of the electric motor, 480 Nm, is available from the first revolution. This ensures high agility right from the start and eliminates turbo lag.

The increased system output of 430 kW (585 hp) and the maximum system torque of 750 Nm enable impressive driving performance: acceleration from 0 to 100 km/h is completed in 4.5 seconds – also 0.2 seconds faster than the predecessor. Power delivery ends only at an electronically limited 250 km/h. Purely electric driving is possible at speeds of up to 140 km/h. With an electric range of 91–88 kilometres (SUV) and 93–90 kilometres (Coupé) according to WLTP¹, many everyday routes can be covered purely electrically. AC charging is supported by an 11 kW onboard charger as standard. In addition, a 60 kW DC fast charger for direct current is optionally available. This allows the battery to be charged from 10% to 80% in around 20 minutes.

Newly developed and tuned suspension

The AMG RIDE CONTROL+ air suspension with adaptive damping adjustment offers a balanced combination of exceptional comfort and AMG typical high driving dynamics for all GLE 53 models. The system continuously adapts to the driving situation and the selected drive program.

Optionally available is the AMG ACTIVE RIDE CONTROL suspension with active roll stabilization for the 48-volt version. It operates with two electromechanical actuators on the front and rear axles. The system reduces body roll when cornering and enables more precise tuning of steering response and load-change behavior. It also enhances straight-line comfort by compensating for uneven road surfaces on one side. As part of the model update, roll stabilization and air suspension also received a software update and new calibration. These measures widen the spectrum between driving dynamics and comfort.

The completely newly developed ESP® system offers even more precise control strategies and works perfectly with the fully variable all-wheel drive AMG Performance 4MATIC+. Variable torque distribution enables optimal traction in every situation.

Intelligent assistance systems for more comfort and safety

The further-developed driving assistance systems offer semi-automated driving. They support the driver with lane-keeping, distance control, and speed adjustment, significantly increasing comfort and safety.

AMG DYNAMIC SELECT driving programs with a wider spread

The characteristic AMG driving programs “Slippery”, “Comfort”, “Sport”, “Sport+”, “Trail” and “Individual” enable perfect adaptation to the situation and personal preferences. They adjust key parameters such as powertrain and transmission response, steering characteristics, suspension damping, and sound.

For the plug-in hybrid model, additional modes for electric driving and battery management are available. In the “Electric” program, purely electric driving is possible from standstill up to 140 km/h. If the driver requests more power via kick-down (e.g., for quick overtaking), the intelligent operating strategy automatically switches modes: the combustion engine starts and temporarily takes over propulsion. With a depleted battery, the system automatically switches to the “Comfort” program.

In the “Battery Hold” program, combustion engine and electric motor operate situationally like in “Comfort”, with a maximum boost of approx. 25 percent. The key difference: the strategy maintains the battery’s state of charge. For example, if the battery is at 75 percent, it stays there as long as “Battery Hold” is selected. Electric motor usage is therefore limited and optimized for low energy consumption. Recuperation balances the energy budget again. This enables drivers to decide when to use the full electric range — for example, in urban areas — simply by switching programs.

High-quality interior with numerous equipment options

Inside, passengers are welcomed by a perfect symbiosis of sportiness and luxury. The extensive standard equipment includes four leather variants, from Nappa leather to MANUFAKTUR Nappa leather exclusive in tartufo brown, carmine red or yacht blue. AMG specific trim elements as well as the optionally available MICRO CUT microfiber headliner emphasize the sporty appearance.

The AMG Performance steering wheel: more haptic feedback

The flat-bottom AMG Performance steering wheel now once again features a haptic rocker and roller — fulfilling a frequently expressed customer wish. It is available with various high-quality rim materials, ranging from supple leather to lightweight carbon fiber and grippy MICRO CUT microfiber. Using the steering wheel paddles, the AMG SPEEDSHIFT TCT 9G transmission can be shifted manually. The two round AMG steering-wheel buttons with bright LCD displays and modern icons enable intuitive control of key driving functions and drive programs — without taking eyes off the road.

State-of-the-art cockpit with digital excellence

The MB.OS operating system with its high-resolution display delivers all relevant information in the best possible quality. AMG specific displays such as the large tachometer or the vehicle's performance data are always in view.

Exclusive individualization

The MANUFAKTUR program offers nearly unlimited possibilities for personalization. From exclusive paint finishes such as patagonia red metallic, Ireland medium green metallic, or mystic blue metallic, to high-quality leather interiors in colors like yacht blue or carmine red, to carbon trim elements — every Mercedes-AMG GLE 53 can become a unique one-off. AMG light-alloy wheels in various designs up to 22 inches complete the extensive customization range.

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Further information on Mercedes-Benz in Switzerland is available [here](#). Press releases and digital services for journalists and multipliers can be found on our [Media Site Switzerland](#) or on the [Mercedes me media](#) online platform.

Mercedes-AMG GLE 53 4MATIC+		
Mercedes-AMG GLE 53 4MATIC+ SUV		
Engine		Inline six-cylinder with exhaust gas turbocharger, electric auxiliary compressor, and integrated starter-generator (ISG)
Displacement	cm ³	2,999
Rated output	kW/PS	330/449 + 17 kW/23 PS (ISG)
at	1/min	5,800-6,100
Rated torque	Nm	600 (mit Overboost 640) + 205 (ISG)
at	1/min	2,200-5,200
Drive		AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution
Transmission		AMG SPEEDSHIFT TCT 9G
Acceleration 0-100 km/h	s	4.9
Top speed ²	km/h	250
Energy consumption combined ¹	l/100 km	10.6-11.2
CO ₂ emissions combined ¹	g/km	241-252
CO ₂ -class ¹		G
Mercedes-AMG GLE 53 4MATIC+ Coupé		
Engine		Inline six-cylinder with exhaust gas turbocharger, electric auxiliary compressor, and integrated starter-generator (ISG)
Displacement	cm ³	2,999
Rated output	kW/PS	330/449 + 17 kW/23 PS (ISG)
at	1/min	5,800-6,100
Rated torque	Nm	600 (with Overboost 640) + 205 (ISG)
at	1/min	2.200-5.200
Drive		AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution
Transmission		AMG SPEEDSHIFT TCT 9G
Acceleration 0-100 km/h	s	4.9
Top speed ²	km/h	250
Energy consumption combined ¹	l/100 km	10.4-10.8
CO ₂ emissions combined ¹	g/km	238-245
CO ₂ -class ¹		G

Mercedes-AMG GLE 53 HYBRID 4MATIC+ SUV		
Engine		Inline six-cylinder with exhaust gas turbocharger
Displacement	cm ³	2,999
Rated output	kW/PS	330/449 + 135/184 (electric motor)
at	1/min	5,800-6,100
System output		430/585
Rated torque	Nm	600 + 480 (electric motor)
at	1/min	2,200-5,200
System torque		750
Drive		AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution
Transmission		AMG SPEEDSHIFT TCT 9G
Acceleration 0-100 km/h	s	4.5
Top speed ²	km/h	250
Top speed electric	km/h	140
Electric Range (EAER, WLTP) ¹	km	91-88
Combined energy consumption ¹	l/100 km + kWh/100 km	3.9-4.2 + 22.3-22.6
Fuel consumption discharged battery combined, weighted ¹	l/100 km	10.5-10.9
Combined CO ₂ emissions ¹	g/km	88-96
CO ₂ -class combined, weighted /discharged battery ¹		B-C/G
Mercedes-AMG GLE 53 HYBRID 4MATIC+ Coupé		
Engine		Inline six-cylinder with exhaust gas turbocharger
Displacement	cm ³	2,999
Rated output	kW/PS	330/449 + 135/184 (electric motor)
at	1/min	5,800-6,100
System output		430/585
Rated torque	Nm	600 + 480 (electric motor)
at	1/min	2,200-5,200
System torque		750
Drive		AMG Performance 4MATIC+ all-wheel drive with fully variable torque distribution
Transmission		AMG SPEEDSHIFT TCT 9G
Acceleration 0-100 km/h	s	4.5
Top speed ²	km/h	250
Top speed electric	km/h	140
Electric Range (EAER, WLTP) ¹	km	93-90
Combined energy consumption ¹	l/100 km + kWh/100 km	3.8-4.0 +22.1-22.2
Fuel consumption discharged battery combined, weighted ¹	l/100 km	10.4-10.6
Combined CO ₂ emissions ¹	g/km	86-92
CO ₂ -class combined, weighted /discharged battery ¹		B/G