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Embargoed until 15h45 CET, 8 April 2026

DENZA Z9GT arrives in Europe to inspire through technology

- New premium brand, DENZA, arrives in Europe with its first model – Z9GT, offering style, performance and leading-edge technology
- State-of-the-art e³ platform brings 600km of EV range, stunning performance and unrivalled agility in striking shooting brake
- European debut of FLASH Charging and 2nd Generation Blade Battery, delivering 10%-97% recharges in just nine minutes, and 20%-97% in only 12 minutes – even in -30°C
- Choice of electric or plug-in hybrid powertrains: flagship EV joined by Super Hybrid DM version that can travel up to 805km on a full charge and a full tank
- Class-leading audio system powered by Devialet and Dolby Atmos® turns every journey into an opera-house experience

DENZA, the premium technology-oriented automotive brand of the BYD Group, is proud to present the flagship for its introduction to the European market: the Z9GT.

Blending a sophisticated, flowing shooting-brake body style with state-of-the-art technology, the Z9GT represents a unique proposition for premium buyers searching for a supremely comfortable car underpinned by innovation. And its availability as both a pure EV and Super Hybrid DM (Dual Mode) model allows customers to choose between significant zero-emissions range and ultimate long-distance flexibility, without compromising on performance. Regardless of powertrain, the Z9GT comes with BYD Group's revolutionary FLASH Charging, and the technology has up to 1,500kW of power that can deliver the charging promise of 'Ready in 5, Full in 9, Cold Add 3'.

Stella Li, BYD Executive Vice President, commented: "The Z9GT represents the true spirit of DENZA – where advanced technology, beautiful design and emotional driving come together. That makes it the perfect model to lead the brand as we extend its reach beyond China, starting with Europe. Delivering the promise of 'Ready in 5, Full in 9, Cold Add 3' will make the Z9GT the car that breaks down the final barriers of electrification for premium customers. And offering the



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choice of EV and DM models reflects our vision for DENZA: technology that inspires, performance that excites and elegance that defines the future of premium mobility."

FLASH Charging and 2nd Generation Blade Battery arrive in Europe

As the flagship leading DENZA's introduction in Europe, the Z9GT features BYD Group's latest powertrain technologies: FLASH Charging and the second generation of the company's signature Blade Battery.

FLASH Charging delivers up to 1,500kW of power through a single connector (Chinese market), allowing refill times that rival conventional combustion-engine-car refuelling. The system can take the Z9GT from 10%-70% of battery capacity in only five minutes, and from 10%-97% in just nine minutes. Even in -30°C, a freezing temperature that would normally reduce charging speeds significantly, the Z9GT can recharge from 20%-97% in only 12 minutes. These lightning-fast times fulfil the promise of 'Ready in 5, Full in 9, Cold Add 3'.

The technology is supported by both BYD Group's self-developed FLASH Charging Station and 2nd Generation Blade Battery, the result of six years of intensive research and development. With traditional batteries, the key qualities of fast charging and high energy density are often seen as conflicting technical goals. But the company has resolved this trade-off, increasing energy density by five per cent while significantly increasing the charging speed.

- To achieve this while retaining safety and durability, engineers developed a 'FlashPass' Ion Transport System that pushes the boundaries of lithium iron phosphate (LFP) batteries.

It's based on three core breakthroughs:

the 'Flash-Release' cathode features a directionally engineered, multi-level particle-size architecture that enables dense packing and rapid deintercalation.

the 'Flash-Flow' electrolyte uses AI-driven precision optimisation to deliver high ionic conductivity and fast ion mobility.

the 'Flash-Intercalate' anode has a multi-dimensional lithium-insertion site construction, allowing 360° 3D high-speed lithium-ion intercalation.

Together, these technologies mean significantly reduced internal resistance, cutting heat generation at the source.

Further innovation in the anode, which features high-throughput electrode restructuring and graphite particles aligned perpendicular to the electrode plane,



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reduces lithium-ion transport resistance and allows smooth, faster intercalation – securing not only FLASH Charging performance, but also the 5% increase in energy density.

The 2nd Generation Blade Battery features a breakthrough Solid Electrolyte Interphase (SEI) layer, a key component of any lithium-ion battery. BYD's solution uses molecular-level engineering and macroscopic structural optimisation to be both ultra-thin, allowing higher ionic conductivity, and highly dense, ensuring chemical stability. It also features dynamic self-repairing technology to strike the balance of 'thin yet strong'.

The technical achievements in energy density and charging speed have not come at the cost of safety or durability. In fact, the 2nd Generation Blade Battery has passed a string of fresh benchmark safety evaluations, including the world's first simultaneous FLASH Charging and Nail-Penetration Test, which resulted in no thermal runaway, smoke or fire, even after 500 FLASH Charging cycles. The 2nd Generation Blade Battery also passed a thermal-runaway test after the forced short circuit of four cells simultaneously, with no fire or explosion, even in a controlled environment with temperatures exceeding 700°C.

Furthermore, the 2nd Generation Blade Battery brings an advance in LFP battery durability; compared with the original Blade Battery, its overall capacity degradation is reduced by 2.5%.

e³ Platform brings new-energy performance to premium segment

Beneath the Z9GT's stunning bodywork lies the e³ Platform (pronounced 'e-cube'), created specifically for the DENZA brand. As well as FLASH Charging, it brings several world-first and class-leading functions, based on these core technologies:

- 1) three-motor independent drive
- 2) rear-wheel dual-motor independent steering
- 3) Vehicle Motion Control
- 4) Cell-to-Body (CTB) battery-body integration
- 5) DiSus-A dual-chamber air suspension

The e³ Platform offers a choice of powertrain – pure electric or Super Hybrid DM – that DENZA can pass on to its customers without any of the traditional compromises that come with these solutions. The EV version of the Z9GT offers exhilarating acceleration of 0-100km/h in just 2.7 seconds, and can reach a top speed of 270km/h. Its front motor produces 313PS (230kW), and each of its rear motors has a peak power figure of 422PS (310kW). The total system power



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output is 1156PS (850kW), a figure that exceeds that of many luxury brands' V12 petrol engines.

The capacity of the Z9GT EV's 2nd Generation Blade Battery is an impressive 122.49kWh, delivering 600km of range on the WLTP Combined cycle. When combined with its FLASH Charging capability, this ensures that customers of the all-electric Z9GT can enjoy thrilling all-electric performance while still retaining genuine long-journey capability.

A rear-wheel-drive edition of the Z9GT EV, featuring the same battery, will join the line-up in Europe before the end of 2026, offering even greater combined range of up to 800km.

The e³ Platform has been engineered to accommodate Cell-to-Body construction, in which the battery is integrated into the structure of the vehicle. This brings gains not only in packaging (as an example, the floor of the passenger compartment is the top of the battery, saving vertical space) but also in torsional rigidity, with benefits in safety and on-road dynamics. CTB increases the vehicle's torsional rigidity by 32% and reduces the intrusion rate in front-crash and side-pole crash tests by 15% and 35% respectively.

BYD Group's commitment to powertrain flexibility is demonstrated by the launch of a Z9GT DM alongside the pure-electric edition. This plug-in Super Hybrid version features three electric motors too but also incorporates a 2.0-litre four-cylinder turbocharged petrol engine that is primarily designed to keep the 63.82kWh battery charged. The total system output is 776PS (570kW).

In yet another breakthrough for DENZA, the Z9GT DM is the first such plug-in hybrid to use the same Cell-to-Body construction as its all-electric stablemate – a significant engineering feat, given the additional requirements for cooling and exhaust routing that come with the Super Hybrid's petrol engine.

The Z9GT DM has 173PS (127kW) from petrol power alone, and a 63.82kWh Blade Battery that offers 203km of pure-electric range – comfortably enough for several days of average commutes. Its performance is impressive too, with 0-100km/h dispatched in just 3.6 seconds and a top speed of 260km/h. The Z9GT DM also features FLASH Charging, allowing rapid electric top-ups on longer journeys to maximise the range of its efficient Super Hybrid powertrain. The Z9GT DM matches the feat of the EV with 10%-70% in five minutes, 10%-97% in nine minutes and even in -30°C, 20%-97% in 12 minutes.



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The Z9GT DM is a standout performer on long-distance flexibility, thanks to the intelligent management of its electric motors and hybrid system, a full charge and a full tank of petrol can take the car 805km.

With these two powertrains, the Z9GT demonstrates how a new-energy vehicle can meet varying customer needs in the premium segment.

The Z9GT's intelligent architecture also means that it can ensure even greater levels of safety for the car's occupants. Vehicle Motion Control (VMC) acts as a vehicle control hub, taking command of all the controllable actuators of the car – braking, suspension and steering. It then uses an industry-leading signal-transmission time of as little as 10 milliseconds to provide faster, more accurate and more comprehensive control of the car's motion.

This revolutionary level of systems integration means that the Z9GT can react to situations such as high-speed tyre blowouts, recognising the incident and responding in milliseconds to adjust the torque of the unaffected tyres and the dynamic distribution of power. This enhances vehicle stability, while assistance systems also intervene to identify the lane and reduce vehicle yawing. This broadened safety boundary means that the Z9GT is better equipped to cope with tyre blowouts at speeds of up to 180 km/h.

The dual motors referred to in this feature are steering motors – one allocated to each of the rear wheels – and they are controlled by the Vehicle Motion Controller to enable the right and left rear wheels to steer independently of the front axle, and each other. This self-developed system, unique to DENZA, brings a multitude of benefits, including incredible manoeuvrability for a vehicle measuring 5180mm (EV) and 5195mm (DM) in length, improved stability when cornering, changing lanes and braking, and revolutionary parking techniques.

The rear wheels' operation can be summarised in three situations:

Same Direction Turning – both rear wheels turn in the same direction at the same time. When steering lock is applied by the driver, the rear wheels can move together but in the opposite direction to the front wheels, creating a reverse angle to greatly reduce the turning radius. They can, in fact, reach positive and negative angles of 5°.

When required, the rear wheels can turn to match the angle of the front wheels, allowing a crab-walking function that operates up to an angle of 8.5°.



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'Toe-in' Rotation – Both wheels rotate towards the centre of the vehicle. This improves stability, particularly during braking, when the system can adopt the 'toe-in' rotation to resist lateral disturbance.

'Toe-out' Rotation – Both wheels rotate away from the centre of the vehicle. When the Z9GT encounters tight parking situations or narrow parallel parking, differential control of the rear wheels in this configuration allows them to pivot around the front axle. It's this layout that delivers the Z9GT's incredibly tight minimum turning radius of just 5.35 metres, matching many compact hatchbacks.

The integration of technologies within e³ is such that the Z9GT can offer multiple parking-assistant services. The car can identify a space and reverse itself into it, and this process can be activated from not only the driver's seat but also by using the smartphone app as a remote control – handy for tighter situations.

The e³ Platform's technical advantages are completed by the all-aluminium suspension installed at either end of the chassis. The Z9GT features a double-wishbone front layout and a five-link configuration at the rear, along with DiSuS-A dual-chamber air suspension that can switch quickly between two adjustable stiffness levels, improving the car's ability to cope with high-speed cornering while still offering compliancy over more broken road surfaces.

Exterior: elegant, sophisticated lines, inspired by flowing silk

The Z9GT has been conceived to mix elegance with practicality – a sense of style and occasion that makes the car as suited to an evening escape to the opera as a motorway cruise from one side of a country to the other. The result of this approach, nurtured under the guidance of Design Director Wolfgang Egger, is a flagship GT like no other.

The distinctive front face has a sporty, powerful appearance, with flowing lines that echo the appearance of the dawn sunrise, and incorporating active air-cooling vents that maximise aerodynamic efficiency. These design concepts combine with other technical features like the radar and parking sensors in the front bumper, helping the Z9GT to adhere to its 'less is more' design philosophy.

The sides feature clean surfacing, with smooth curves and strong shoulders. The continuity that this brings across shut lines ensures the flawless delivery of a subtly powerful look. The large wheels, compared with the body, emphasise the car's premium credentials and deliver the 'golden proportions' ratio, a trait that Egger's team strives to achieve. Even the side skirts play a part in the theatre of the Z9GT,



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beaming a graceful 'welcome light carpet' onto the ground to illuminate puddles.

The surfacing itself is inspired by silk and the way it drapes and falls over form. Wolfgang Egger says: "Take a sculpture, or a vehicle like the DENZA Z9GT, and cover it in silk. Then take the same item and cover it with cotton, and you will see something very different. The silk falls naturally and covers the body but still shows, under the surface, the beauty of what is already there."

At the rear, the Z9GT's grand tourer image is reinforced by a shape that emphasises the car's width and stability. The tail-lights (based on the shape of an hourglass) echo each other, creating a visual connection between the rear of the Z9GT and the symmetry of the front face. Above the rear glass, a single-piece suspended rear spoiler lengthens the roofline in the side profile while a retractable tail wing acts as a lower spoiler. Together, they work alongside the air suspension to bring the Z9GT closer to the ground when it is in motion, improving its aerodynamic efficiency and enhancing the driving dynamics.

Interior: premium, limousine space meets cutting-edge technology

The Cell-to-Body structure afforded by the Z9GT's e³ Platform gives it a low-slung look, improving its overall proportions, while delivering a flat floor that ensures a cabin comparable to that of a limousine in space, as well as in material quality.

Every surface in the Z9GT's interior is clad in premium finishes – from large expanses of fine-grade leather to tastefully integrated elements of light-smoked wood. Multi-coloured lighting plays on the romance of light, allowing fine adjustment of the cabin ambience.

The front seats feature eight-way electric adjustment, 10-point massage and ventilation/heating, along with a world-first execution of the driver's seat active side bolsters. These share their air tanks with the car's air suspension and provide additional support during cornering. In the rear, the ultra-wide seats are also equipped with heating, ventilation and massage functionality, along with extended leg rests, helping to create a private and exclusive space in which to relax during long journeys.

The Z9GT features the latest in infotainment, focused on a 17.3-inch central display that 'floats' in front of the fascia. This is complemented by a pair of 13.2-inch screens – one for the driver's information and the other to allow the front passenger to interact with entertainment. There's also a 50-inch augmented-reality head-up display, along with the option of screens in the doors that show high-definition images from digital side mirrors, eliminating traditional blind spots.



Powered by DiLink, DENZA's latest infotainment software, the system in the Z9GT's main screen has Google integration for connected navigation and voice assistant, plus an AI-powered digital assistant that can access and interpret vehicle-specific knowledge to act as a friendly, natural-speech user manual.

The cabin also features a refrigeration compartment that can cool its contents to as low as -6°C (it's driven by the car's air-conditioning compressor, eliminating the risk of additional cabin noise), a four-zone fresh-air system and a panoramic glass roof, complete with a sunshade that ensures the interior remains comfortable in warmer conditions. Dual 50W wireless smartphone-charging pads are available on the centre console, above additional storage and ahead of a pair of cup-holders, plus there's an additional 50W pad for rear passengers.

Outstanding levels of sound deadening and the refinement of both the EV and DM powertrains ensure tranquillity is assured at all speeds – and when the journey calls for entertainment, a state-of-the-art 20-speaker, 1150W sound system from DEVIALET uses moving speaker technology to create a theatre-quality experience, cocooning the Z9GT's occupants in stunning audio. It is enhanced further by the power of Dolby Atmos®, which places sounds precisely around the cabin to deliver greater detail, clarity and sound separation. The resulting immersion unlocks new levels of emotion and brings consumers closer to the content they love.

Sales rollout begins now, with up to 18 months of free FLASH Charging

The Z9GT is being launched, in both three-motor EV and DM guise, in a single trim level with a lavish specification, so the only choice customers are required to make is between EV and DM power. A longer-range, rear-wheel-drive EV will follow later in 2026.

The Z9GT will go on sale in the coming weeks in newly established DENZA stores in France, Germany, Italy, Spain and the UK, with additional markets added in the second half of the year. DENZA customers will enjoy a premium ownership experience, with dealer interactions like servicing organised through the brand's bespoke smartphone app, minor updates and maintenance conducted on location at homes or places of business, and even a complimentary valet service.

In addition to this, the Z9GT will come with a year's free FLASH Charging as standard – the perfect opportunity for customers to lead the revolution with recharging that is as fast as refuelling. And anyone who orders a Z9GT before the end of September will receive an additional six months on top of the standard period, giving them 18 months of FLASH Charging refills.

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DENZA Z9GT specifications		
Items	EV	DM
Dimensions (L/W/H, mm)	5,180/1,990/1,490	5,195/1,990/1,490
Wheelbase (mm)	3,125	
Minimum turning radius (m)	5.35	
Petrol engine displacement	-	2.0 4cyl turbocharged
Max petrol engine power (PS/kW)	-	173/127
Max petrol engine torque (Nm)	-	320
Max system power (PS/kW)	1156/850	776/570
Max system torque (Nm)	1210	1035
Front electric motor max power (PS/kW)	313/230	272/200
Front electric motor max torque (Nm)	410	315
Rear electric motors max power (PS/kW)	422/310 x2	252/185 x2
Rear electric motors max torque (Nm)	400 x2	360 x2
0-100km/h acceleration time (s)	2.7	3.6
Top speed (km/h)	270	260
Battery capacity (kWh)	122.49	63.82
WLTP electric range (km)	600	203
WLTP combined range (km)	-	805
Max charging power (AC)	11kW	11kW
Max charging power (DC)	FLASH Charging	FLASH Charging
Battery type	BYD 2nd Generation Blade Battery (LFP) with Cell-to-Body (CTB) technology	
Front boot capacity (litres)	53	-
Boot capacity (litres, rear seats up/down)	495/1680	478/1663
Towing capacity (kg)	2000	
Front/rear suspension	Double wishbone/five-link, DiSus-A dual-chamber air suspension	
Front/rear brakes	Carbon-ceramic discs	



About DENZA

DENZA is the premium design- and technology-led mobility brand from BYD Group. It successfully mixes European-influenced sophisticated design with state-of-the-art platforms and technologies, delivering many unique features to the premium car market. The brand was founded in 2010 as a partnership between BYD and Daimler, and launched its first vehicle in 2014. It is being introduced to the European market during 2026.

About BYD Auto

Founded in 2003, BYD Auto is the automotive subsidiary of BYD, a multinational high-tech company devoted to leveraging technological innovations for a better life. Aiming to accelerate the green transition of the global transportation sector, BYD Auto focuses on developing pure electric and plug-in hybrid vehicles. The company has mastered the core technologies of the entire industrial chain of new energy vehicles, such as batteries, electric motors, electronic controllers, and automotive-grade semiconductors. It has witnessed in recent years significant technological advancements, including the Blade Battery, the DM-i and DM-p hybrid technology, the e-Platform 3.0, the CTB and iTAC technologies, the DiSus Intelligent Body Control System, the XUANJI Architecture, and the Super e-Platform. The company is the world's first carmaker to stop the production of fossil-fuelled vehicles on EV shift and has remained top of new energy passenger vehicle sales in China for 12 years in a row.

About BYD Europe

BYD Europe is headquartered in Hungary and was the first overseas branch of BYD Group, with a commitment to evolving the international brand BYD Auto to deliver safe and efficient sustainable solutions in new-energy vehicles through world-leading technological innovations.