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2011 Dodge Journey Engineered to For Spirited, Fun-to-drive, Fuel-efficient Driving Experience

- New 3.6-liter Pentastar V-6 engine delivers 283 horsepower, a 20 percent improvement compared with the engine it replaces
- Significant steering and suspension overhaul delivers spirited performance, more precise steering feel, improved cornering ability and grip
- Available all-wheel drive combined with standard electronic stability control adds grip, improves handling and gives owners peace of mind in a mix of driving conditions

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With a powerful new Pentastar V-6 engine, a totally redesigned and retuned suspension, standard electronic stability control with traction control and available all-wheel drive, the new 2011 Dodge Journey is fuel-efficient and a blast to drive in all weather conditions.

"A significantly redesigned suspension is the basis for the new Dodge Journey's fun-to-drive performance," said Ben Winter, Vehicle Line Executive - Chrysler Group LLC. "Our engineers redesigned or retuned almost every aspect of the suspension to ensure Journey customers get the responsive, balanced driving dynamics typically associated with more expensive vehicles."

A CONFIDENT, SPIRITED DRIVING EXPERIENCE

For 2011, engineers overhauled almost every major system in the Journey's suspension. The changes result in noticeable improvements in everyday driving and handling maneuvers, while also giving customers a comfortable ride and improved durability. The new chassis architecture delivers an exhilarating driving experience coupled with precision steering with maximum control.

Routine ride and handling characteristics of the Dodge Journey were re-engineered for 2011, enabling drivers to have an exhilarating driving experience:

- Retuned the steering gear and increased torsional stiffness in the steering column intermediate shaft isolator to deliver a precise steering feel
- Improved the rear geometry, improving body control and stability and giving drivers a more connected steering response
- Retuned, larger shocks; a larger rear jounce bumper; redesigned spring rates and balance and less body roll all contribute to improved durability so drivers and passengers experience a comfortable, confident ride performance
- New, lower-rolling-resistance premium tires give drivers a better grip and response, as well as improved cornering capability while improving fuel efficiency

Engineers also developed many treatments to reduce noise, vibration and harshness. One example is the Journey's dual dash silencer, which isolates the cabin, making for a nice, quiet ride.

EXTRA GRIP FOR EXTRA GRINS

Dodge Journey also offers all-wheel-drive capability, perfect for drivers who want some extra grip for a more performance feel, or who live in the snow belt or rainy parts of the country and appreciate the extra traction Journey's all-wheel-drive system provides. Journey's all-wheel-drive system works on demand, driving only the front wheels until power to the rear wheels is needed. All-wheel drive also is used on dry pavement between speeds of 25 and 65 mph to enhance handling during performance driving. This system provides added traction on snow, ice and other

low-traction surfaces without having to be switched on and off.

When traveling faster than 25 mph, Dodge Journey's all-wheel-drive system sends torque to the rear wheels when cornering with the throttle open to make the car turn more easily, which makes the handling more neutral. This is more readily accomplished with Journey's electronically controlled coupling (ECC) than with viscous-coupling or gerotor systems that require some degree of front-to-rear slip before torque is transferred to the rear wheels. At speeds greater than 53 mph, the control strategy provides minimal torque to the rear wheels under normal driving conditions to provide better fuel economy.

Journey also features standard electronic stability control (ESC) and all-speed traction control, which help keep the crossover on path in a variety of road surface and weather conditions. Journey's available all-wheel drive electronic control module works with the ESC and traction control systems, allowing the ESC system to use the ECC to help gain control of the vehicle, reducing the amount of torque that the ECC transmits to the rear wheels. Four-wheel anti-lock brakes and Electronic-roll mitigation also are standard on all 2011 Dodge Journey models.

NEW POWERTRAIN PROVIDES A 20 PERCENT IMPROVEMENT IN HORSEPOWER AND EXCEPTIONAL FUEL ECONOMY

The all-new 3.6-liter V-6 engine delivers 283 horsepower (211 kW) at 6,350 rpm and 260 lb.-ft. (351 N•m) of torque at 4,400 rpm, giving Journey drivers 20 percent more horsepower than the V-6 engine it replaces, without sacrificing fuel economy.

3.6-liter Pentastar V-6 engine

The 2011 Journey's all-new 3.6-liter Pentastar V-6 engine delivers world-class refinement and efficiency. The 3.6-liter Pentastar V-6 engine is an all-new design, featuring dual overhead camshafts (DOHC), aluminum exhaust manifolds, polymer-coated piston skirts, forged connecting rods and a high-pressure, die-cast aluminum cylinder block in a 60-degree configuration.

Component refinement was key during the design phase of the engine and was achieved by using advanced computer-aided engineering techniques. Structural, intake and exhaust areas of the engine are designed to deliver low levels of overall sound and achieve specific audible sound quality goals that exceed discerning customer requirements.

The 3.6-liter V-6 engine design features DOHC and high-flow intake and exhaust ports, that in combination with variable valve timing via dual independent cam phasing, allows optimum volumetric and combustion efficiency over the full speed and load range. This results in an exceptional, flat torque curve along with high specific power. The engine's torque exceeds 90 percent of its peak value from 1,600 to 6,400 rpm, providing customers outstanding drivability and responsiveness.

Designed to be environmentally responsible, the 3.6-liter Pentastar V-6 engine features lead-free engine construction and an environmentally-friendly oil filter system with recyclable oil filter element and no-spill removable feature. In addition, an integrated oil cooler is used to help protect the environment via incineration of the filter element. The use of long-life spark plugs and a high-energy coil-on-plug ignition system maximizes component life and helps reduce cost of ownership.

The all-new 3.6-liter Pentastar V-6 engine is manufactured at Chrysler Group LLC's Trenton South Engine Plant in Trenton, Mich.

2.4-liter I-4 World Gas Engine

The proven 2.4-liter I-4 World Gas Engine delivers value, power and fuel efficiency. The 16-valve, aluminum block engine features dual variable valve timing, intake manifold flow control valves, acoustic cylinder head covers, dual counter-rotating balance shafts and an acoustic oil pan. In Journey, this four-cylinder engine produces 173 horsepower (129 kW) and 166 lb.-ft. (225 N•m) of torque.

The 2.4-liter I-4 World Gas Engine is constructed with a high-pressure, die-cast aluminum block with cast-in-place iron liners, sand-cast aluminum ladder frame and aluminum cylinder head.

The 2011 Dodge Journey features a new three-point engine mount system for the 2.4-liter World Gas Engine, resulting in reduced noise, vibration and harshness, and improved sound and isolation.

The 2.4-liter I-4 World Gas Engine is manufactured at Chrysler Group LLC's GEMA Engine Plant in Dundee, Mich.

SIX-SPEED TRANSMISSION PROVIDES QUICK ACCELERATION, QUIET RIDE

2011 Dodge Journey features a six-speed automatic transmission. The six-speed automatic transmission added two new primary gear ratios and a secondary ratio for optimized passing performance at highway speeds. The gear ratios of the six-speed transmission allow the engine to work more efficiently at lower speeds providing the foundation for a spirited driving experience. The six-speed transmission also was designed to increase the peak launch torque capacity allowing greater acceleration at start.

The 62TE six-speed automatic transmission is manufactured at Chrysler Group LLC's Kokomo Transmission Plant in Kokomo, Ind.

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