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The New 2011 Chrysler Town & Country is Engineered to Provide Drivers an Exceptional Driving Experience

- New 3.6-liter engine produces best-in-class 283 horsepower and excellent fuel economy
- Major suspension overhaul results in agile, confident, handling performance in all driving situations
- New Stow 'n Place™ roof rack system allows roof bows to be stowed when not in use, resulting in better aerodynamics

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For 2011 the Chrysler Town & Country minivan is redesigned and re-engineered to deliver American design and performance with world-class precision, responsiveness, execution and efficiency.

Customers will appreciate the improved driving dynamics in the re-engineered 2011 Chrysler Town & Country. The new chassis architecture delivers an enjoyable driving experience as well as precision steering with maximum grip and control. Coupled with a new powertrain that offers best-in-class horsepower and exceptional fuel economy, the new Chrysler Town & Country delivers the substance in the driving experience to go along with the beauty of the exterior and interior design.

"The new 2011 Chrysler Town & Country was re-engineered from the ground up, resulting in the most versatile seating and storage options in the segment, a cabin that is quieter and more comfortable and more than 40 standard safety features," said Ben Winter, Vehicle Line Executive - Chrysler Group LLC. "A redesigned suspension, a new powertrain and innovative features like a fuel economizer mode provide Town & Country customers with the functionality, safety, and fuel efficiency they expect in a minivan, as well as an exceptional driving experience."

The Town & Country gets a new, simplified powertrain lineup for 2011. The new Pentastar 3.6-liter V-6 engine that produces a best-in-class 283 horsepower and 260 lb.-ft. of torque, yet delivers excellent fuel economy, powers the entire lineup. The Pentastar V-6 engine is mated to Chrysler Group LLC's 62TE six-speed automatic transmission. Chrysler Group was the first manufacturer to offer a six-speed transmission in a minivan, debuting on the 2008 Chrysler Town & Country. New for 2011 is a fuel economizer mode switch, a driver-selectable engine economy mode which assists drivers to maximize fuel efficiency while driving.

The 2011 Chrysler Town & Country debuts the latest innovation from the minivan leader, the Stow 'n Place™ roof rack system. The system allows owners to stow the roof bows in the side rails when not use, resulting in less aerodynamic drag and wind buffeting while driving. The roof bows easily snap in place when needed.

Additional innovations for 2011 include an improved, refined serpentine shifter; a new, plush, second-row Quad seating option; upgrades to the segment-exclusive Stow 'n Go® seating and storage system including new, larger, more comfortable second-row seats with a new one-touch fold-down function; a fuel economizer mode; and a minivan-first heated steering wheel.

Chrysler Group engineers reduced wind and road noise by adding numerous sound deadening and body treatments as well as new air induction tuning and exhaust tuning. These new treatments reward Chrysler Town & Country drivers and passengers with one of the quietest cabins in the segment.

Wind noise reduction treatments include:

- New B- and C-pillar seals applied to the sliding doors
- Additional damping materials added to the rear quarter panel outer sheet metal

- Increasing acoustic treatments in the lower, rear quarter D-pillar
- Improving the number of closeout plugs and increasing the thickness for body-in-white closeout plugs
- Adding new molded foam seals for the A-pillar mirror flag

Road noise reduction treatments include:

- Redesigning the front fender acoustic cavity filler with new, improved sound absorption material in optimal locations
- Increasing the volume and performance of PUR foam in key areas of the vehicle, better blocking noise paths into the passenger cabin
- Improving the body sealing between sheet metal panels which reduces noise transmission and air flow
 - Improving sound absorption properties of the wheel house and rear wheel well via damping applications and acoustic barriers
- Adding sound absorption material in the rear quarter area which reduces tire, road and exhaust noise levels

Re-engineered suspension provides drivers a confident, spirited driving experience

For 2011, almost every major system in the suspension was overhauled. The changes result in noticeable improvements in ride, routine handling and emergency maneuvers.

Routine handling characteristics of the Chrysler Town & Country were re-engineered for 2011, enabling drivers to have an enthusiastic driving experience. Improvements include:

- A new, quicker-ratio steering gear (fewer turns lock-to-lock, maneuverability) and increased torsional stiffness steering column intermediate shaft isolator deliver precise steering feel
- The rates were increased on the new solid twist beam rear axle and the trailing arm bracket was lowered 15 mm
- Retuned front/rear springs and shocks, including larger diameter rear shocks, increased damping control and tuning flexibility
- New lower rolling resistance premium tires (provide drivers better grip and response)
- Improved cornering capability and reduced stopping distance
- Lowered rear axle trailing link pivot and lowered ride height on Town & Country minivans equipped with 16-inch tires by 12 mm, delivering a more connected steering response
- New, lower rolling resistance premium tires that provide better grip and response, improved cornering capability and reduced stopping distance

Engineers also addressed handling during emergency maneuvers resulting in better capability when cornering and more precise steering and stability.

New Powertrain provides best-in-class horsepower and exceptional fuel economy

3.6-liter Pentastar V-6 engine

The 2011 Chrysler Town & Country'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.

Refinement was a key objective for every component 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, allow 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 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, providing Town & Country drivers best-in-class horsepower. Compared to the outgoing standard 3.8-liter V-6 engine, the new 2011 Town & Country offers a 34 percent increase in power and a considerable increase in fuel economy.

The 3.6-liter Pentastar engine simplifies vehicle complexity by replacing three V-6 engines that were available in the outgoing model lineup, the 3.3-liter V-6, the 3.8-liter V-6 and the 4.0-liter V-6.

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

Putting the power to the ground

62TE Automatic Transmission

Chrysler Group was the first manufacturer to offer a six-speed transmission in a minivan, with the introduction of the 2008 Chrysler Town & Country.

The 62TE six-speed automatic transmission was developed by building on the capability of Chrysler Group's four-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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