

Contact: Andy Bowman
Sam Locricchio

Patented Through-the-Road Hybrid Technology Drives Environmentally Friendly Chrysler Sebring

April 29, 2002, Auburn Hills, Mich. -

The Chrysler Group continues to explore the environmental benefits of its Through-the-Road (TTR) hybrid powertrain, today demonstrating a Chrysler Sebring with the patented technology.

The Sebring is the third developmental vehicle equipped with TTR technology, joining the Dodge Durango HEV sport-utility vehicle unveiled in 1999 and the Jeep® Liberty HEV sport-utility vehicle first shown at the Washington, D.C., auto show in December 2001.

In each of these vehicles, the TTR hybrid powertrain can achieve a 20-30 percent improvement in fuel efficiency and lower emissions, while providing performance that matches or beats that of a comparable conventional vehicle.

"The Sebring HEV demonstrates how our TTR hybrid system can be adapted to many different types of vehicles," said Larry Oswald, Vice President and head of DaimlerChrysler's Hybrid and Electric Vehicle Product Team.

"The TTR can be installed in vehicles of different styles and sizes, with front- or rear-wheel drive. This gives us great flexibility as we continue to explore new applications for environmentally-friendly hybrid technology."

The Sebring HEV is equipped with a 2.4-liter I-4 gasoline engine that drives the front wheels. An electric motor and battery pack provide additional power to the rear wheels when needed for acceleration or hill climbing. Thus, a smaller internal combustion gas engine can be used, resulting in increased fuel efficiency and better performance. For example, the Sebring HEV has a 0-60 mph time of 9.1 seconds, compared with 11.7 seconds for a comparable gas-powered vehicle. The TTR powertrain also provides four-wheel drive capability.

Fuel efficiency is further enhanced by regenerative braking in which energy normally lost as heat during deceleration and braking is captured to recharge the battery.

The system is called TTR (Through-the-Road) because there is no physical connection between the front and rear axles or the engine and motor. The two are controlled and coordinated by computer, responding to changes in the vehicle's traction coupled through the road.

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