

*Note: Information shown is based on data available at time of publication (September 1, 2009). Specifications are valid for Europe and may vary in other international markets. Vehicle model availability may change per individual markets.*

## Chrysler 300C SPECIFICATIONS

*Dimensions are in millimeters (inches) unless otherwise noted.*

### GENERAL INFORMATION

Body Style	Four-door sedan
Assembly Plant	Magna Steyer, Graz, Austria
Vehicle Segment	E-Segment

### ENGINE: 3.0-LITER COMMON-RAIL DIESEL (CRD) DOHC 24-VALVE V-6

Availability	300C Sedan
Type and Description	72-degree, liquid-cooled, turbocharged
Displacement	2987 cu. cm (182 cu. in.)
Bore x Stroke	83 x 92 mm (3.27 x 3.62)
Valve System	Chain-driven DOHC, 24-valve with hydraulic end-pivot roller rockers
Fuel Injection	Direct injection, sequential with pilot, return type
Construction	Aluminum-alloy block and bedplate, aluminum-alloy heads, balance shaft
Compression Ratio	18.0:1
Power	160 kW (218 hp DIN) @ 3800 rpm (72.6 hp DIN/L)
Torque	510 N•m (375 lb.-ft.) @ 1600 – 2800 rpm
Max. Engine Speed	4500 rpm (electronically limited)
Fuel Requirement	49 cetane diesel, DIN EN590
Oil Capacity	9.5 L (10 qt.) with dry filter
Coolant Capacity	13.2 L (14.0 qt.)
Emission Controls	Oxy-catalyst, Diesel-particulate Filter (DPF), Lamba sensors, DPF temperature and differential pressure sensor, cooled Exhaust-gas Recirculation (EGR) and internal engine features
Emission Class	Euro IV
<b>Fuel Consumption</b>	
Urban Cycle	10.8 L/100 km
Ex-urban Cycle	6.6 L/100 km
Combined Cycle	8.1 L/100 km

### ENGINE: 2.7-LITER DOHC 24-VALVE V-6

Availability	300C Sedan
Type and Description	60-degree, liquid-cooled, dual-plenum intake manifold
Displacement	2736 cu. cm (167 cu. in.)
Bore x Stroke	86 x 78.5 (3.38 x 3.09)
Valve System	DOHC, 24 valves, hydraulic end-pivot roller followers
Fuel Injection	Sequential, multi-port, electronic
Construction	Semi-permanent mold-aluminum block with cast-in iron liners, cross-bolted main bearing caps and cast-aluminum heads



Compression Ratio	9.7:1
Power	130 kW (177 bhp) @ 5500 rpm (65.5 hp DIN/L)
Torque	257 N•m (190 lb.-ft.) @ 4000 rpm
Max. Engine Speed	6600 rpm (electronically limited)
Fuel Requirement	91 RON unleaded petrol
Oil Capacity	5.7 L (6 qt.) with dry filter
Coolant Capacity	9.0 L (9.5 qt.)
Emission Controls	Dual close-coupled three-way catalytic converters, quad-heated oxygen sensors and internal engine features
Emission Class	Euro IV
<b>Fuel Consumption</b>	
Urban Cycle	15.1 L/100 km
Ex-urban Cle	8.0 L/100 km
Combined Cycle	10.5 L/100 km

#### ENGINE: 3.5-LITER HIGH-OUTPUT SOHC 24-VALVE V-6

Availability	Optional on 300C Sedan
Type and Description	60-degree, liquid-cooled with three-plenum intake manifold and short-runner valves
Displacement	3518 cu. cm (214.7 cu. in.)
Bore x Stroke	96 x 81 (3.78 x 3.19)
Valve System	SOHC, 24 valves, hydraulic, center-pivot roller rocker arms
Fuel Injection	Sequential, multi-port, electronic
Construction	Precision sand cast mold-aluminum block with cast-in iron liners, cross-bolted main bearing caps, and cast-aluminum heads
Compression Ratio	10.0:1
Power	183 kW (249 hp DIN) @ 6400 rpm (71.1 hp DIN/L)
Torque	340 N•m (250 lb.-ft.) @ 3800 rpm
Max. Engine Speed	6800 rpm (electronically limited)
Fuel Requirement	95 RON unleaded petrol
Oil Capacity	5.7 L (6 qt.) with dry filter
Coolant Capacity	10.2 L (10.8 qt.)
Emission Controls	Dual close-coupled three-way catalytic converters, quad-heated oxygen sensors and internal engine features
<b>Fuel Consumption</b>	
Urban Cycle	14.8 L/100 km
Ex-urban Cle	8.0 L/100 km
Combined Cycle	10.5 L/100 km



### ENGINE: 5.7-LITER HEMI® MULTI-DISPLACEMENT V-8

Availability	Optional on 300C Sedan
Type and Description	90-degree V-type, liquid-cooled with Variable-valve Timing (VVT)
Displacement	5654 cu. cm (345 cu. in.)
Bore x Stroke	99.5 x 90.9 (3.92 x 3.58)
Valve System	Pushrod-operated overhead valves, 16 valves, eight deactivating and eight conventional hydraulic lifters, all with roller followers
Fuel Injection	Sequential, multi-port, electronic, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	10.5:1
Power	268 kW (360 hp DIN) @ 5150 rpm (63.2 hp DIN/L)
Torque	527 N•m (389 lb.-ft.) @ 4250 rpm
Max. Engine Speed	5800 rpm (electronically limited)
Fuel Requirement	95 RON unleaded petrol
Oil Capacity	6.6 L (7 qt.)
Coolant Capacity	13.9 L (14.7 qt.)
Emission Controls	Dual close-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features
<b>Fuel Consumption</b>	
Urban Cycle	18.0 L/100 km
Ex-urban Cle	8.4 L/100 km
Combined Cycle	11.9 L/100 km

### TRANSMISSION: FOUR-SPEED AUTOMATIC

Availability	Included with 2.7 L V-6
Description	Three planetary gearsets, one overrunning clutch, full electronic control, electronically controlled torque converter clutch, Variable-line Pressure (VLP)
<b>Gear Ratios</b>	
1 <sup>st</sup>	2.84
2 <sup>nd</sup>	1.57
3 <sup>rd</sup>	1
4 <sup>th</sup>	0.69
Reverse	2.21
Final-drive Ratio	3.90
Overall Top-gear Ratio	2.70


**TRANSMISSION: FIVE-SPEED AUTOMATIC WITH AUTO STICK (W5A580)**

Availability	Included with 3.5 L V-6 and 5.7 L HEMI V-8
Description	Adaptive electronic control, Auto Stick driver-interactive manual control and electronically modulated torque converter clutch
<b>Gear Ratios</b>	
1 <sup>st</sup>	3.59
2 <sup>nd</sup>	2.19
3 <sup>rd</sup>	1.41
4 <sup>th</sup>	1
5 <sup>th</sup>	0.83
Reverse	3.17
Final-drive Ratio	2.65
Overall Top-gear	2.20

**TRANSMISSION: FIVE-SPEED AUTOMATIC WITH AUTO STICK (W5J400)**

Availability	Included with 3.0 L CRD
Description	Adaptive electronic control, Auto Stick driver-interactive manual control and electronically modulated torque converter clutch
<b>Gear Ratios</b>	
1 <sup>st</sup>	3.59
2 <sup>nd</sup>	2.19
3 <sup>rd</sup>	1.41
4 <sup>th</sup>	1
5 <sup>th</sup>	0.83
Reverse	3.17
Final-drive Ratio	2.65
Overall Top-gear	2.20

**TRANSFER CASE**

Availability	Standard with all-wheel drive
Type	Active, fully-variable with front-axle disconnect
Center Differential	Planetary
Torque Split, Front/Rear	Fully variable

**DIMENSIONS AND CAPACITIES<sup>(d)</sup>**

Wheelbase	3050 (120.0)
Track, Front	1600 (63.0)
Track, Rear	1605 (63.1)
Overall Length	5015 (197.4)
Overall Width	1881 (74.1)
Overall Height (without roof rack)	1475 (58.0)
Ground Clearance	143 (5.6)
Fuel Tank Capacity, gal. (L)	3.0-liter V-6 CRD Engine: 68 L (18 gal.) 2.7-liter V-6 Engine: 68 L (18 gal.) 3.5-liter V-6 Engine: 68 L (18 gal.) 5.7-liter V-6 Engine: 72 L (19 gal.)



Curb Weight, kg (lbs.)	3.0-liter V-6 CRD Engine: 1860 kg – 1925 (4092 – 4235) 2.7-liter V-6 Engine: 1730 kg – 1785 (3806 – 3927) 3.5-liter V-6 Engine: 1745 kg – 1820 (3839 – 4004) 5.7-liter V-6 Engine: 1855 kg – 1920 (4081 – 4224)
Gross Vehicle Weight, kg (lbs.)	3.0-liter V-6 CRD Engine: 2385 (5247) 2.7-liter V-6 Engine: 2170 (4774) 3.5-liter V-6 Engine: 2180 (4796) 5.7-liter V-6 Engine: 2280 (5016)
Maximum Trailer Mass (braked), kg (lbs.)	3.0-liter V-6 CRD Engine: 2000 kg (4400) 2.7-liter V-6 Engine: 1500 (3300) 3.5-liter V-6 Engine: 1725 (3795) 5.7-liter V-8 Engine: 1725 (3795)
Maximum Trailer Mass (unbraked), kg (lbs.)	3.0-liter V-6 CRD Engine: 450 (990) 2.7-liter V-6 Engine: 450 (990) 3.5-liter V-6 Engine: 450 (990) 5.7-liter V-8 Engine: 450 (990)
Maximum Tongue Load, kg (lbs.)	3.0-liter V-6 CRD Engine: 96 (211) 2.7-liter V-6 Engine: 75 (165) 3.5-liter V-6 Engine: 85 (187) 5.7-liter V-8 Engine: 85 (187)

(d) All dimensions measured at curb weight with standard tires.

**ACCOMMODATIONS**

Seating Capacity, F/R	2/3
<b>Front</b>	
Head room	942 (37.0)
Leg room	1024 (40.3)
Shoulder room	1510 (59.4)
Hip room	1402 (55.1)
Seat travel	Driver—270 (10.6), passenger—220 (8.66)
Recliner angle range	Driver—70°, passenger—69°
<b>Rear</b>	
Head room	966 (38.0)
Leg room	1020 (40.2)
Knee clearance	171.8 (6.76)
Shoulder room	1466 (57.7)
Hip room	1421 (55.9)
DIN Trunk Volume, L (cu. ft)	442 (15.6)

**BODY**

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Layout	Longitudinal front engine, rear-wheel drive or all-wheel drive
Construction	Steel unibody

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**SUSPENSION**

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Front	Independent SLA with high upper "A" arm, coil spring over gas-charged shock absorbers and stabilizer bar. Lateral and diagonal lower links with dual ball joint knuckle
Rear	Five-link independent with coil springs, gas-charged shock absorbers and isolated suspension cradle with rear-stabilizer bar

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