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PASSION FOR DRIVING IS RECHARGED WITH THE NEW 2011 DODGE AVENGER

- Major suspension overhaul results in agile, confident, handling performance in all driving situations
- New 3.6-liter Pentastar V-6 engine provides best-in-class 283 horsepower and exceptional fuel economy
- Proven 2.4-liter World Gas Engine is recalibrated and mated to an available six-speed transmission giving customers an exhilarating drive at a price they can afford

November 14, 2010, Auburn Hills, Mich. -

Dodge is bringing its fun-to-drive performance mantra to the mid-size segment. For 2011, engineers have redesigned, re-engineered, retooled or retuned virtually every system in the Dodge Avenger to give customers a spirited driving experience every time they get behind the wheel.

"Engineers redesigned the new 2011 Dodge Avenger to give drivers an exhilarating, confident and quiet driving experience," said Ben Winter, Vehicle Line Executive - Chrysler Group LLC. "Chrysler Group engineers evaluated every system when engineering the 2011 Dodge Avenger and made major revisions that result in a better driving experience. We are confident the 2011 Dodge Avenger is a car customers will enjoy driving and be proud to own."

Dodge brand performance was the driving force behind every engineering decision when revitalizing the Avenger. The end goal: deliver world-class precision, responsiveness, execution and efficiency.

SUSPENSION OVERHAUL RESULTS IN A CONFIDENT, SPIRITED DRIVING EXPERIENCE

The 2011 Dodge Avenger sits on an extensively modified chassis that delivers world-class performance, handling, braking and steering precision with excellent grip and control.

This new chassis design improves the Avenger's driving experience across the board, with almost every system in the suspension being redesigned or retuned, including 26 of the 30 suspension bushings. The changes result in noticeable improvements in ride, as well as routine handling and emergency maneuvers.

Engineers made a number of changes to improve body control, reduce vehicle shake and improve isolation, including: Retuning suspension dampers using advanced damper valving technology to provide more body control without degrading ride comfort

- Redesigning front suspension cradle isolators to reduce vehicle shake on uneven road surfaces and provide a more solid feeling to the vehicle
- Redesigning the front suspension lower control arm aft bushing to reduce vehicle sensitivity to wheel and tire imbalance and brake judder
- Redesigning front suspension strut mounts for improved isolation and reduced impact noise on rough road surfaces

The team also focused on improving both routine and emergency handling performance to give owners a more exhilarating driving experience under all driving conditions. The result is steering that feels more responsive and precise, more grip in the corners, more stability when changing lanes and less body roll. More capability, more control, more confidence.

Specifically, engineers:

- Lowered the body 12 mm in the front and 6 mm in the rear, improving cornering grip

- Retuned the steering gear and steering pump for improved steering feel
- Increased the rate of the steering column intermediate shaft isolator for improved steering precision
- Added negative camber (0.7 degrees) to the front suspension to increase cornering grip
- Increased front suspension lower control arm bushing rates, as well as the rates for the front and rear cradle isolators, increasing lateral stiffness to improve steering precision and reduce vehicle shake
- Redesigned the rear suspension geometry:
 - Increased roll center height 45 mm, improving the yaw damping and steering precision
 - Increased roll understeer, improving handling stability during lane change maneuvers
 - Increased camber gain, to improve the orientation of the tire to the ground during handling maneuvers, increasing capability and stability
 - Increased the track width 24 mm for greater cornering grip and a more aggressive appearance
- Increased front spring rates and front and rear stabilizer bar diameters, reducing body roll
- Retuned the rear suspension link bushings, improving steering precision and durability
- Switched to new, lower profile, premium tires to provide more steering precision, handling response and cornering capability

SHHH: THE QUIET CABIN LETS DRIVERS HEAR WHAT THE BACKSEAT PASSENGERS ARE SAYING

The 2011 Dodge Avenger features improvements in noise, vibration and harshness (NVH) for significantly reduced road noise, wind noise, tactile vibration, engine growl and powertrain noise. The NVH improvements result in unsurpassed speech intelligibility performance in the segment, which is the ability to understand and hear passengers in the vehicle when they speak. To reach this level of quietness, engineers added 45 new sound deadening treatments that significantly reduce NVH, including:

- acoustic windshield
- laminated side glass
- optimally located mastic and sound damping materials
- sound-absorption material added to strategic locations throughout the vehicle
- a new three-point engine mount system for the 2.4-liter World Gas Engine that delivers improved sound and isolation

"PEDAL TO THE METAL" WHILE SIPPING FUEL

A new and improved powertrain lineup also contributes to the new Avenger's driving experience. The 2011 Dodge Avenger comes standard with the proven 2.4-liter World Gas Engine, which has been recalibrated and is now available mated to a smooth shifting new six-speed transmission for an exceptionally fun and fuel-efficient driving experience. The available new 3.6-liter Pentastar V-6 engine provides an exhilarating driving experience that offers customers the best of both worlds - best-in-class V-6 horsepower and exceptional fuel economy.

3.6-liter Pentastar V-6 engine

Avenger's all-new 3.6-liter Pentastar V-6 engine delivers world-class refinement and efficiency. It's 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. Engineers designed structural, intake and exhaust areas of the engine 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 a 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. Long-life

spark plugs and a high-energy coil-on-plug ignition system maximizes component life and reduces cost of ownership.

The all-new 3.6-liter V-6 engine delivers 283 horsepower (210 kW) at 6,350 rpm and 260 lb.-ft. (353 N•m) of torque at 4,400 rpm, providing Dodge Avenger drivers best-in-class horsepower.

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. This 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 from 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 Avenger features a new three-point engine mount system for the 2.4-liter World Gas Engine, resulting in reduced NVH 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.

PUTTING THE POWER TO THE GROUND

62TE Automatic Transmission

Engineers developed the 62TE six-speed automatic transmission 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 Avenger driving experience. The six-speed transmission also was designed to increase the peak launch torque capacity, allowing greater acceleration at the start.

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

Dual Dry Clutch Transmission (DDCT) - Late Availability

Strong acceleration characteristics combined with more fuel efficiency on the highway are two of the main attributes of the Dodge Avenger's six-speed C636 dual dry clutch transmission (DDCT). The new, transverse mounted gearbox will be available on 2011 Dodge Avenger models equipped with the 2.4-liter World Gas Engine (late availability).

The DDCT is the first powertrain application in a Chrysler Group vehicle as a result of the company's partnership with Fiat. It is designed specifically for lighter vehicle applications and is a first for Chrysler Group passenger cars.

Electrohydraulically activated, the DDCT six-speed is expected to improve fuel efficiency.

Unlike traditional six-speed transmissions, the DDCT eliminates the torque converter and pumping losses associated with wet clutch transmissions.

The DDCT is designed to operate much like a manual transmission with two clutch discs driven independently by a common flywheel assembly. Odd numbered gears (1, 3 and 5) are located on one shaft assembly, while even gears (2, 4 and 6) are on the other. Two gearboxes running in parallel, each with its own clutch, allow for the selection and engagement of subsequent gears while the previous gear is still engaged. Gear changes are gradual rather than abrupt, ensuring a continuous delivery of engine torque and traction. Simply put, the gear is anticipated and preselected. As one clutch is opened, the other is closed, allowing shifting without torque interruption, resulting in quicker acceleration and near seamless shifting.

With the lay-shaft arrangement of gears, there also is flexibility to optimize gear selections for peak performance and

fuel economy.

Smoother shifts, due to ideal gear spacing, will be immediately noticeable to Dodge Avenger drivers. Engineers have ideally spaced the ratios to provide a smooth transition in-between the steps of gear changes. Using an ideal set of gears, the transition from first to sixth is smooth, with virtually none of the torque transfer generally associated with gear shifts in traditional automatic transmissions.

Precise shifting and a reduction of engine rpm's are key DDCT benefits that result in lower emissions. The use of a six-speed automatic transmission also allows the driver a broad range of shifting behaviors, from enthusiasts looking for sporty performance, to commuters looking for optimal fuel efficiency.

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