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New Pentastar V-6 and Renowned HEMI® V-8 Engines Deliver World-class Levels of Efficiency, Refinement and Power for All-new 2011 Chrysler 300 Series Sedans

- World-class refinement and efficiency: award-winning, all-new 3.6-liter Pentastar V-6 engine with variable-valve timing (VVT) provides the 2011 Chrysler 300 sedans with 63 percent more standard horsepower, 36 percent more standard torque and up to 8 percent fuel economy improvement
- Best-in-class power: with 363 horsepower (270 kW), the legendary 5.7-liter HEMI® V-8 with Fuel Saver Technology and VVT offers 2011 Chrysler 300C and 300C AWD customers world-class refinement and engine technology
- Segment-exclusive all-wheel-drive system features an innovative active transfer case with front-axle disconnect to maximize fuel economy while delivering outstanding performance and handling inherent to rear-wheel drive
- New premium hydraulic engine and transmission mounts deliver added refinement

January 9, 2011, Auburn Hills, Mich. - Delivering world-class levels of refinement, technology, fuel efficiency and power, the new Chrysler 300 builds upon a legacy of powertrain technology inspired by Chrysler engineers for more than 56 years.

"Performance has been a hallmark of the Chrysler 300 since its introduction in 1955. This newest Chrysler 300 remains true to the nameplate's legendary history with two world-class engines that are refined, fuel efficient and powerful," said Paolo Ferrero, Senior Vice President - Chrysler Powertrain, Chrysler Group LLC. "Our all-new, award winning 3.6-liter Pentastar V-6 engine starts a new chapter in Chrysler performance - creating a highly capable and responsive grand touring sedan that combines efficiency and performance coupled with best-in-class levels of powertrain quietness. Performance that debuted with the legendary HEMI V8 engine continues with the 5.7-liter HEMI V-8 engine equipped with Fuel Saver Technology."

Engineered to provide exceptional in-town and highway efficiency and performance, the all-new 2011 Chrysler 300 and 300 Limited models features the newest powertrain from the automaker - the 3.6-liter Pentastar V-6 engine. When compared to the previous V-6 engines, fuel economy is improved by up to 8 percent with EPA-ratings of 18 city /27 highway.

Delivering 292 horsepower (up 63 percent) and 260 lb.-ft. of torque (up 36 percent) compared with the previous 2.7-liter entry-level engine, the new Pentastar V-6 engine also produces 42 more horsepower (up 16 percent), and 10 lb.-ft. more torque compared to the 3.5-liter V-6.

The legendary 5.7-liter HEMI® V-8 engine with Fuel Saver Technology provides the all-new 2011 Chrysler 300C with up to 16 mpg city/25 mpg highway, 363 horsepower, and 0-60 mph performance in less than 6 seconds.

All-new 3.6-liter Pentastar V-6 Engine Combines Best-in-class Power with World-class Refinement and Efficiency

Introduced just six months ago, the 3.6-liter Pentastar V-6 engine is an all-new design that already has gained recognition as one of Ward's Automotive "Ten Best" engines for 2011.

Compact and lightweight, the all-aluminum, 60-degree V-6 will be available in rear-wheel drive versions. The engine features double-overhead camshafts (DOHC) with dual-independent cam phasers, integrated exhaust manifolds,

polymer-coated piston skirts, forged connecting rods and a high-pressure die-cast aluminum cylinder block in a 60-degree configuration. The engine delivers 292 horsepower (218 kW) at 6,350 rpm and 260 lb.-ft. (353 N•m) of torque at 4,800 rpm.

Dual-overhead cam (DOHC) cylinder heads with high-flow intake and exhaust ports, in combination with variable-valve timing (VVT), 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 peak torque is delivered across a broad range with 90 percent achieved from 1,800 to 6,350 rpm, providing customers outstanding drivability and responsiveness.

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 quality goals that meet discerning customer requirements. Structural rigidity is assured with the use of four bolt main bearing supports that are enhanced with two additional bolts that are cross fitted. A structural windage tray contributes stiffness and enhanced power. Featuring a 10.2:1 compression ratio, the new Pentastar V-6 is designed to run on 87 octane regular fuel.

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. The integrated oil cooler/filter system uses a filter element that can be incinerated, avoiding the landfill burden of traditional filter systems. Oil change intervals also are extended to 8,000 miles under normal driving conditions. The use of standard mineral-based oil, long-life spark plugs and a high-energy coil-on-plug ignition system 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. the first Chrysler plant to be awarded a gold award for Leadership in Energy and Environmental Design. Additional North American manufacturing is located in Saltillo, Mexico.

Legendary HEMI V-8 Engine Delivers 363 horsepower With Fuel Saver Technology

Living up to the Chrysler "letter series" performance heritage, the all-new Chrysler 300C and 300C AWD feature the legendary 5.7-liter HEMI V-8 engine with 363 horsepower (270 kW) and 394 lb.-ft. of torque (534 N•m) for grand touring excitement. This innovative V-8 engine features Fuel Saver Technology, allowing for seamless transition between smooth, high-fuel-economy four-cylinder mode when less power is needed and V-8 mode when more power is in demand. When running in four-cylinder Fuel Saver Mode, the engine delivers up to 20 percent improved fuel efficiency.

The 5.7-liter HEMI V-8 engine also features VVT to improve fuel economy in two ways. First, it reduces the engine's pumping work by closing the intake valve later. Second, it increases the expansion process of the combustion event. This allows more work to be transferred to the wheels instead of being lost out of the exhaust port as heat. VVT improves engine breathing, which improves engine efficiency and power.

The 5.7-liter HEMI V-8 engine is manufactured at Chrysler Group LLC's Saltillo Engine Plant in Saltillo, Mexico.

Most Advanced All-wheel-drive (AWD) system in the E-segment

For inclement weather driving conditions and exceptional road manners, the all-new 2011 Chrysler 300C AWD features a segment-exclusive active transfer case and front-axle disconnect system. This exclusive AWD system also is designed to improve fuel economy by up to 5 percent over competitive full-time all AWD systems. No other major automotive manufacturer offers the combination of these two independent technologies. The Chrysler flagship sedan's innovative AWD system seamlessly transitions between rear-wheel drive (RWD) and AWD with no driver intervention. When AWD is not required, the system automatically disconnects the front axle to maximize fuel economy while still providing the outstanding performance and handling inherent in RWD vehicles.

To better anticipate low-traction roadways, the innovative AWD system automatically engages in cold weather, when slip is detected, or when the windshield wipers are on in rainy or snowy conditions. The transfer case is fully variable with the front axle disconnected. Torque split front-to-rear also is fully variable, providing up to 38 percent of the HEMI V-8 engine's power to the front wheels.

Combined with the use of all-new premium hydraulic powertrain mounts, the 2011 Chrysler 300C AWD delivers

refinement in all powertrain applications and at all RPMs.

Automatic Transmission

Delivering world-class efficiency, the all-new Chrysler 300 series sedans feature the proven W5A580 five-speed automatic transmission for seamless shifting and exceptional fuel economy.

An aggressive first-gear ratio provides the all-new 2011 Chrysler 300 sedans equipped with the 3.6-liter Pentastar V-6 engine, or legendary 5.7-liter HEMI V-8 engine, with outstanding launch performance. Auto Stick gives the driver the ability to select higher or lower gears while the transmission controller calibration prevents situations that might over rev the engine. Fully adaptive electronic control of all shifting makes the powertrain more responsive while minimizing harshness.

Final-drive ratio for the RWD versions of the new Chrysler 300 is 2.65 providing exceptional fuel economy in both city and highway driving environments. AWD versions are fitted with a final drive ratio of 3.06.

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