Contact: General Media Inquiries

Kristin Starnes

Engineered for More Performance: 2015 Dodge Challenger Now Offers up to 485 Best-in-class Horsepower, Track-ready 6.4-liter Scat Pack Model and Segment-first TorqueFlite Eight-speed Transmission Standard

- Hardcore enthusiasts only: all-new Challenger R/T Scat Pack and 392 HEMI® Scat Pack Shaker add more than an estimated 30 percent more horsepower to the Dodge lineup:
    - Proven 6.4-liter HEMI V-8 engine delivers 0-60 mph performance in mid-4 second range and quarter-mile times in the low 12-second range thanks to:
        - Best-in-class 485 horsepower
        - Best-in-class 475 lb.-ft. of torque
    - Active valve exhaust system delivers an unmistakable Dodge muscle-car tuned sound
    - High-performance tuned chassis with Bilstein shocks, four-piston Brembo calipers with vented/slotted rotors and wider 20-inch wheels with Goodyear Eagle F1 tires
- Segment-first TorqueFlite eight-speed automatic transmission delivers world-class precision and fuel efficiency, along with Sport mode and paddle-shifting capabilities for more performance and up to an estimated 11 percent fuel economy improvement
- Segment-first performance electronic shifter provides the driver with visual and physical feedback of gear position; combines benefits of by-wire shifting with comfort of short throws and low effort
- Sport mode and Dodge Performance Pages improve the vehicle's performance thanks to unique and selectable engine, transmission, steering and throttle calibration settings – plus launch control
- Challenger R/T models include legendary 5.7-liter HEMI V-8 engine with up to 375 horsepower and 410 lb.-ft. of torque, plus the availability of four-cylinder mode Fuel Saver Technology
- Challenger SXT models include the award-winning 305 horsepower 3.6-liter Pentastar V-6 engine – now with standard TorqueFlite eight-speed automatic transmission for up to an EPA estimated 30 mpg on the highway
- Dodge Challenger's enthusiast-desired rear-wheel-drive (RWD) architecture integrates new advanced technological solutions:
    - Super Track Pak now available on every 2015 Challenger SXT and R/T model
    - Electric power steering (EPS): reduces Challenger's energy demand and provides driver selectable steering modes: Normal, Comfort and Sport
    - Driving steering torque (DST) system improves handling and performance feel
    - All-new cast-aluminum axle housing provides weight savings and parasitic friction reduction

April 17, 2014, Auburn Hills, Mich. - Going on 45 years of muscle-car heritage, the all-new 2015 Dodge Challenger is engineered with more performance and highlighted by the R/T Scat Pack and 392 HEMI® Scat Pack Shaker hardcore-enthusiast models that pump out a best-in-class 485 horsepower and 475 lb.-ft. of torque, representing up to a 113 horsepower and 65-lb.-ft. leap in torque compared with the 5.7-liter Challenger models. In addition to the more than 30 percent jump in horsepower and 18 percent jump in torque, Dodge brand’s iconic coupe is now the

most technologically advanced ever – thanks to its state-of-the-art TorqueFlite eight-speed automatic transmission and advanced technological solutions engineered into its rear-wheel drive architecture.

“Building on the Challenger’s heritage and the ‘Scat Pack’ legacy, the all-new 2015 Challenger R/T Scat Pack is designed for the Dodge enthusiast who wants best-in-class horsepower, torque and a track-proven chassis with performance hardware to match,” said Steve Williams, Dodge Challenger Vehicle Line Executive – Chrysler Group LLC. “And for those who want their Dodge muscle car with world-class precision, fuel efficiency and driver adaptability, the Challenger now includes a state-of-the-art eight-speed automatic transmission and offers Dodge Performance Pages for instant vehicle setting optimization.”

Packing a punch: all-new 2015 Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker
The all-new 2015 Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker are built exclusively for Dodge enthusiasts who want their muscle car to have maximum power and performance.

6.4-liter HEMI V-8 engine – Powered by SRT
The 6.4-liter HEMI V-8 engine delivers a best-in-class 485 horsepower and 475 lb.-ft. of torque – for more than a 30 percent jump in horsepower and 18 percent jump in torque compared with the 5.7-liter Challenger models. The torque band for these two Challenger models is extremely flat, allowing for strong standing starts and improved straight-line performance throughout the rpm range. An advanced active intake manifold along with high-lift cam with phasing provides maximum low-end torque and high-end power. The track-proven Tremec TR6060 six-speed manual transmission is standard on these hardcore models, offering precise shifting with easy engagement.

When paired with the all-new TorqueFlite eight-speed automatic transmission, the Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker include four-cylinder mode Fuel Saver Technology, enabling the coupe to operate economically on four cylinders or use the power of all eight cylinders when needed. For a touch of nostalgia, the engine block is lacquered in signature HEMI Orange paint.

Active-valve exhaust system
The new active exhaust system on the Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker allows for straight-through mid and rear mufflers for a throaty exhaust note under engine load. Even with up to 110 more horsepower than the 5.7-liter HEMI V-8 engine, the 6.4-liter HEMI V-8 engine with active valve exhaust system helps the four-cylinder mode Fuel Saver Technology (with eight-speed automatic transmission) engage over a wider rpm range.

High-performance tuned chassis
The all-new Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker are engineered with a high-performance tuned chassis – designed with the hardware necessary for high-demanding track conditions.

Exclusive Bilstein high-performance shock absorbers are highly damped and provide a firm ride that maintains the feel for everyday commuting while being fully capable for the more challenging situations. Additionally, these 6.4-liter HEMI V-8 engine coupes feature unique suspension geometry to improve balance, cornering ability and steering responsiveness. For improved handling, the suspension has been lowered 0.5 inch. The result: the Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker are capable of 0.93g on the skid pad – on par with some of the world’s best-handling cars.

With four-piston Brembo calipers lacquered in black at each corner with 14.2 inch (front) and 13.8 inch (rear) vented/slotted rotors, the Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker deliver world-class stopping power – enabling a braking distance of 60-0 mph in 117 feet. Improved brake cooling and fade performance comes courtesy of wind tunnel designed brake cooling ducts that direct airflow to the vented rotors for consistent stopping power.

Tying the chassis upgrades together on Dodge Challenger R/T Scat Pack and 392 HEMI Scat Pack Shaker are new 20-inch lightweight alloy wheels with Goodyear Eagle F1 three-season performance tires. For those who live in colder climates, Goodyear Eagle RS-A all-season performance tires are a no-charge option.

Gearing up
All HEMI-powered Challengers are now available with the optional TorqueFlite eight-speed automatic transmission, or the standard Tremec TR-6060 six-speed manual transmission first offered on the 2008 Dodge Viper SRT10.

The celebrated TorqueFlite gearbox can now be paired with the acclaimed 3.6-liter Pentastar V-6 engine, the iconic 5.7-liter HEMI V-8, or the new 6.4-liter V-8. And it comes with an all-new T-grip electronic shifter with detents that resemble those of a linkage shifter.

Chrysler Group introduced its eight-speed automatic transmissions in 2011. It remains the only automaker with mainstream-brand applications of the advanced technology, which both improves fuel economy and contributes to a smoother, more responsive driving experience. On its own in the sporty new Challenger, the TorqueFlite accounts for a fuel-economy boost of 5 to 9 percent compared with the outgoing five-speed automatic.

The planetary-gear transmission's 7.03 ratio spread affords greater operating efficiency by enabling the engine to run at lower speeds more frequently. Lower engine speeds correlate directly with reduced fuel consumption.

Gear ratios are:
- 4.71
- 3.14
- 2.10
- 1.67
- 1.29
- 1.00
- 0.84
- 0.67

Particularly close from fifth through eighth, the gear ratios benefit refinement by accommodating smoother transitions. However, the 4.71 first-gear ratio contributes to the kind of quick throttle response that delivers on the promise of the Dodge brand's sportiness. The new 2015 Dodge Challenger also features Sport mode, in which shift times are reduced by nearly 40 percent compared with Normal mode. Shifts also occur at higher engine rpms for more performance-oriented driving.

Fully electronic, the TorqueFlite's software adapts the transmission's response to various driving conditions and driver behaviors. The result best reflects the engaging capabilities of the new 2015 Dodge Challenger. The advanced-technology gearbox automatically senses the following and adapts shift patterns accordingly:
- engine torque gradients
- longitudinal and lateral acceleration
- grade steepness
- friction
- temperature
- vehicle speed control
- electronic stability control activation

The TorqueFlite's design inherently contributes to efficiency. At 194 pounds (88 kg), it weighs just four pounds (1.8 kg) more than the five-speed gearbox it replaces.

Internally, the transmission features four gear sets and five shift elements consisting of multi-disc clutches and brakes. Only two shift elements are open at one time, which reduces drag losses stemming from the rotation of multiple parts.

Lower viscosity transmission fluid is used to improve operating efficiency and fuel economy, especially during cold environments or vehicle start-up. The TorqueFlite also is "fill-for-life," never requiring oil changes when subjected to normal driving conditions.

The eight-speed gearbox combines with the Fuel Saver Technology to achieve maximum efficiency from the 5.7-liter

or 6.4-liter engine allowing the engine to operate economically on four cylinders or use all eight cylinders when needed. A Sport mode standard on all V-8 models for 2015 adjusts throttle mapping and the transmission shift schedule, tightens steering feel and turns off Fuel Saver Technology to provide all eight cylinders for maximum performance.

The 845RE used with the V-6 engine is produced under license by ZF Friedrichshafen AG at Chrysler Group's manufacturing complex in Kokomo, IN. The TorqueFlite transmission that pairs with the V-8 is produced at ZF's plant in Graycourt, SC.

Feedback finesse
Managing gearshifts is central to the hands-on driving experiences Dodge customers covet. So the new 2015 Challenger features a new T-grip e-shifter that benefits from electronic shifting, but looks and feels like the familiar, conventional variety – enhanced with short throws and low effort.

Each upshift or downshift delivers the tactile feedback associated with mechanical shifters, however there is no mechanical connection between the fist-friendly handle and the high-tech TorqueFlite gearbox.

For even greater control, the driver can opt for available die-cast paddle shifters, which are neatly placed within fingertip range, just behind the steering wheel, but not in conflict with Uconnect's trademark wheel-mounted audio controls.

Comprehensive Sport mode and Dodge Performance Pages transform Challenger's personality
Thanks to its PowerNet electrical architecture, the 2015 Dodge Challenger models equipped with sport mode are standard to instantly transform the four-door muscle car's personality – all to improve performance.

Utilizing the Dodge Performance Pages available on the segment's largest 8.4-inch Uconnect touchscreen (must have Super Track Pak), the driver can engage Sport mode to reduce shift times from approximately 400 milliseconds to 250 milliseconds, increase engine and throttle responsiveness, adjust electronic stability control (ESC) settings and firm up the steering feel. Additionally, the system includes active launch control, launch control RPM settings, programmable and adjustable shift light and RPM settings, performance timers and performance gauges such as G-force indicators and engine performance.

Award-winning 305 horsepower Pentastar V-6 engine – now with standard TorqueFlite eight-speed automatic transmission for improved responsiveness and up to an estimated 30 mpg on the highway
All-new 2015 Dodge Challenger SXT and SXT Plus models feature the award-winning 3.6-liter Pentastar V-6 engine, which delivers 305 horsepower at 6,350 rpm and a responsive 268 lb.-ft. of torque at 4,800 rpm. A cold-air induction system and dual exhausts from the headers back to the exhaust tips help to deliver more than 90 percent of the engine's peak torque from 1,800 to 6,400 rpm – all for outstanding drivability and responsiveness.

The 3.6-liter Pentastar V-6 engine is made from aluminum and features double-overhead camshafts (DOHC), dual-independent cam phasers (DICP), integrated 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. Combined with the use of premium hydraulic powertrain mounts, the 2015 Dodge Challenger delivers refinement in all powertrain applications and at all RPMs.

Challenger R/T models include legendary 5.7-liter HEMI V-8 engine with up to 375 horsepower and 410 lb.-ft. of torque, plus the availability of four-cylinder mode Fuel Saver Technology
For Dodge fans looking for the most affordable V-8 muscle car in America, the all-new 2015 Dodge Challenger R/T lineup features the legendary 5.7-liter HEMI V-8 engine, delivering up to 375 horsepower and 410 lb.-ft. of torque with a six-speed manual transmission. When paired with the highly refined Tremec TR6060 six-speed manual, the Dodge

Challenger R/T models feature a unique performance-tuned dual exhaust and under-floor mufflers with low-restriction bottle resonators. The result: 0-60 mph runs in the mid-5-second range and a sinister exhaust growl for the cars left in its rearview mirror – a trademark of the original Challenger HEMI from 45 years ago.

When paired with the new, state-of-the-art TorqueFlite eight-speed transmission, the 2015 Dodge Challenger R/T models produce 372 horsepower and 400 lb.-ft. of torque and include innovative Fuel Saver Technology to seamlessly transition to high-fuel-economy four-cylinder mode when less power is needed and V-8 mode when more power is in demand. For even more control, steering-wheel mounted paddle shifters are included.

Enthusiast-desired RWD architecture with advanced technological solutions
As the Dodge brand's performance flagship, the chassis of the all-new 2015 Dodge Challenger is designed, engineered and fine-tuned to deliver world-class performance and efficiency – thanks to its advanced technological solutions.

Super Track Pak – now available on every 2015 Challenger SXT and R/T model
Dodge knows its enthusiasts all want more performance, and the 2015 Challenger SXT and R/T models deliver by making the Super Track Pak available on every model, and even standard on R/T Shaker.

The Super Track Pak elevates Dodge Challenger's sport-tuned suspension and braking by adding performance suspension tuning, a high-performance brake package, high-performance steering, 3.07 rear-axle ratio and 20-by-8-inch cast-aluminum Hyper Black II wheels with P245/45ZR20 BSW Goodyear F1 three-season tires (Goodyear RSA all-season performance tires are a no charge option). The package also includes Dodge Performance Pages.

The package is available on Challenger SXT and SXT Plus models, as well as R/T and R/T Plus models. Challenger R/T Shaker and R/T Plus Shaker include the Super Track Pak as standard equipment.

All-new advanced electric power steering system
The 2015 Dodge Challenger features an advanced rack-mounted electric power steering (EPS) system that improves both handling and performance. The vehicle utilizes the latest EPS system technology available, which delivers sporty handling by managing significant loads at all steering wheel operating speeds, power assist curves modulated according to driving conditions and up to a 3 percent improvement in fuel efficiency, when compared with a conventional hydraulic system.

All of the power boost, or assist, is provided via an electric motor, and because the system is fully electronic, the driver experiences optimal steering effort at all vehicle speeds with improved fuel efficiency, since there is no parasitic loss from a power steering pump.

Driving steering torque (DST)
With the implementation of EPS, the all-new Dodge Challenger's DST system improves both driving safety and handling performance by actively carrying out corrections and automatically controls oversteer over surfaces with low grip in all driving conditions. Moreover, the steering system is fully integrated with the vehicle's ESC system to help compensate in split-traction, torque steer and pull-drift (crowned road) situations.

All-new, lighter weight axles
Because efficiency and agility are positively correlated, the 2015 Dodge Challenger features all-new cast-aluminum axles and housing. Replacing the previous steel structure, the new aluminum axles and housing help to save weight and reduce parasitic friction compared with the previous generation. In addition, the new aluminum housing includes a new four-bolt design (previously a three-bolt design) for increased durability.

Lightweight front suspension cradle
At the heart of the 2015 Dodge Challenger's front suspension is a rigid and lightweight suspension cradle made from tubular steel that features hydro-engine mounts to make the interior cabin smooth, comfortable and quiet. Premium hydro-bushings, monotube shock absorbers and a lower-front-shock-to-suspension-link bushing provide control, ride and comfort.

Rail-like cornering with roll-steer multilink rear suspension

Dodge Challenger's five-link rear suspension design features roll-steer geometry to allow independent control of camber and toe suspension movement for world-class handling. The rear suspension cradle is the main attachment point for the Dodge Challenger's five-link independent rear suspension system. Using rubber mounts, this hydroformed steel cradle provides an additional structure to isolate the passenger compartment from road and axle noise, vibration and harshness (NVH). Monotube shock absorbers, premium urethane jounce bumpers and suspension links with rubber shock absorber bushings all work together to deliver ride and comfort, while upper and lower spring-seat isolators provide additional dampening to deliver smooth suspension engagement over bumps.

Aggressive front- and rear-camber geometry

Performance handling requires maximum road-holding grip, and the Dodge Challenger delivers with aggressive front- and rear-camber geometry. Set at -1.0 degrees in the front and -1.75 degrees in the rear, Dodge Challenger is set up for high-speed cornering with its tires leaning inboard at the top relative to the body.

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