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## **TorqueFlite Eight-speed Transmission Now Standard on Every 2015 Chrysler 300 sedan – Delivering an Unsurpassed 31 mpg Highway, Plus Greater Levels of Precision, Performance and Refinement**

- Segment-exclusive TorqueFlite eight-speed automatic balances V-8 performance with segment-leading 31 miles per gallon (mpg) highway fuel efficiency, now standard on every model:
  - Best-in-class V-6 highway fuel economy: 31 miles per gallon (mpg) featured on Chrysler 300 models with 3.6-liter Pentastar V-6 engine
  - Best-in-class V-6 and V-8 driving range
  - Unsurpassed V-6 combined fuel economy
  - Up to 6 percent fuel economy improvement, plus improved acceleration and refinement, with 363 horsepower 5.7-liter HEMI® V-8 engine with four-cylinder mode Fuel Saver Technology
- Class-exclusive, standard e-shift rotary knob connects driver and driveline with precision; enables available Sport mode
- Chrysler 300 AWD models feature the segment's most technologically advanced all-wheel drive (AWD) system, including a class-exclusive active transfer case and front-axle disconnect for maximum fuel efficiency and all-season capability
- Chrysler 300S models add more power and performance with a standard 3.6-liter Pentastar V-6 engine with 300 horsepower, 264 lb.-ft. of torque, plus Sport mode and paddle-shifting capabilities, now as quick as 250 milliseconds
- Chrysler 300's rear-wheel-drive (RWD) architecture integrates new advanced technological solutions:
  - New electric power steering (EPS) reduces sedan's energy demand
  - All-new cast-aluminum axle housing reduces weight and parasitic friction
  - New for 2015, the "Sport" button enables sport-tuned steering, pedal, engine and transmission calibration, plus rear-biased torque on AWD models for more dynamic handling

November 19, 2014, Auburn Hills, Mich. - Adding to its 60-year legacy of engineering excellence, the new 2015 Chrysler 300 model lineup features new technological powertrain and chassis solutions, including a state-of-the-art TorqueFlite eight-speed transmission now standard on all models – enabling the brand's full-size sedan to deliver greater levels of precision, performance and refinement.

"The new 2015 Chrysler 300 highlights six decades of American ingenuity through innovative engineering solutions, and with our latest upgrades, our full-size sedan is the most technologically advanced in its segment," said Steve Williams, Chrysler 300 Vehicle Line Executive. "With new innovations integrated into the sedan's architecture, Chrysler engineers were able to maximize the capability of the segment-exclusive TorqueFlite eight-speed transmission in both Pentastar V-6 and HEMI V-8 engine pairings – giving the new Chrysler 300 levels of precision, performance and efficiency of sedans costing twice as much."

### **Segment-exclusive TorqueFlite eight-speed automatic now standard on all Chrysler 300 models**

New to the 2015 Chrysler 300S, 300C and 300C Platinum models with 5.7-liter HEMI® V-8 engine is the state-of-the-art TorqueFlite eight-speed automatic transmission. By design, this gearbox provides world-class shift quality,

refinement and fuel efficiency. Paired with this legendary engine, these Chrysler 300 models deliver 363 horsepower, 394 lb.-ft. of torque, 0-60 miles per hour (mph) in less than 6 seconds and class-leading performance with respect to:

- Best-in-class V-8 driving range (EPA estimated 16 mpg city/25 mpg highway)
- Best-in-class V-8 horsepower (363 horsepower)
- Best-in-class V-8 torque (394 lb.-ft.)

New 2015 Chrysler 300 Limited, 300S, 300C and 300C Platinum rear-wheel (RWD) or all-wheel drive (AWD) models with the 3.6-liter Pentastar V-6 engine continue to use the TorqueFlite eight-speed transmission standard, offering class-leading fuel efficiency with respect to:

- Best-in-class V-6 highway fuel economy (31 mpg)
- Best-in-class V-6 driving range (EPA estimated 19 mpg city/31 mpg highway)
- Unsurpassed in class V-6 combined fuel economy (23 mpg)

The design of the TorqueFlite eight-speed transmission further contributes to efficiency. At 194 pounds (88 kg), it weighs just four pounds (1.8 kg) more than the previous Chrysler 300's five-speed gearbox. Furthermore, the transmission features particularly close fifth through eighth-speed gear ratios for smoother shifting, along with a lower cruising rpm in top gear for added refinement.

#### **Class-exclusive electronic rotary shifter**

Connecting the driver to the segment-exclusive TorqueFlite eight-speed transmission is a new segment-exclusive electronic rotary shifter. With its intuitive design, this new transmission shifter enables intuitive operation with a direct and confident feel. In addition to being convenient and easy-to-understand and operate, the new design yields space for more functional and usable storage in the center console.

#### **Improved Sport mode reduces shifts to 250 milliseconds; changes personality**

Thanks to the speed of its PowerNet electrical architecture, the new 2015 Chrysler 300S and 300C Platinum models and 300C with 5.7-liter V-8 feature an "S" gear and Sport mode – instantly transforming the sedan's performance and personality – including quicker shift times (from approximately 400 milliseconds to 250 milliseconds).

Using the segment-exclusive electronic rotary shifter, the driver can select "S" to enable sport engine and transmission calibration, more responsive accelerator pedal calibration and permanent paddle-shift.

New for 2015, the "Sport" button located on the instrument panel center stack enables sport-tuned steering calibration and temporary paddle-shift mode, in addition to sport engine and transmission calibration, and increased responsiveness of the accelerator pedal calibration. For 2015, Chrysler 300S AWD and 300C Platinum AWD models benefit even more as Sport mode turns AWD "on" (if off) and provides rear-biased torque for more dynamic handling.

#### **Best-in-class 31 mpg with award-winning Pentastar V-6**

Standard on all 2015 Chrysler 300 models is the aluminum 3.6-liter Pentastar V-6 engine with double-overhead camshafts (DOHC), variable-cam timing (VCT), 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 and 260 lb.-ft. of torque, and up to a best-in-class 31 mpg on the highway.

For even greater V-6 performance, the Chrysler 300S model increases the 3.6-liter Pentastar V-6 engine's output to 300 horsepower and 264 lb.-ft. of torque, plus a unique sport-tuned dual exhaust system reduces back pressure and provides a more distinctive sound.

#### **Best-in-class V-8 horsepower and torque: 5.7-liter HEMI V-8 engine**

For customers looking for Chrysler 300 models with more power, the Chrysler 300S, 300C and 300C Platinum models offer the legendary 5.7-liter HEMI V-8 engine with 363 horsepower, 394 lb.-ft. of torque and innovative four-cylinder mode Fuel Saver Technology for up to 25 mpg on the highway.

The 5.7-liter HEMI engine's innovative Fuel Saver Technology seamlessly alternates between smooth, high-fuel-economy four-cylinder mode when less power is needed – and the power of all eight cylinders when demanded. In addition, the engine also features variable-valve timing (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 segment's most technologically advanced AWD system**

From winding through twisty stretches of coastal road, to escaping away from the city to a snow-covered ski resort, 2015 Chrysler 300 AWD models deliver an EPA estimated 18 mpg city and 27 mpg highway, plus even more all-weather capability to carve through some of the worst precipitation Mother Nature can dish out.

With the segment's most technologically advanced AWD system, the Chrysler 300 AWD models integrate a segment-exclusive active transfer case and front-axle-disconnect system to improve real-world fuel economy. No other major automotive manufacturer offers the combination of these two independent technologies. This advanced AWD system seamlessly transitions between 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 fun-to-drive performance and handling inherent in RWD vehicles.

### **Enthusiast-inspired RWD architecture with advanced technological solutions**

The chassis of the new 2015 Chrysler 300 is designed, engineered and fine-tuned to deliver world-class performance and efficiencies – thanks to its advanced technological solutions.

#### All-new advanced electric power steering system

Transmitting the 2015 Chrysler 300's road-holding abilities to the driver is an all-new EPS system, which transmits precise road feel and improves on-center tracking, steering noise and fuel consumption.

Depending on the control mode, the EPS system applies variable steering effort to different driving conditions. EPS analyzes steering angle, vehicle speed, engine rpm and chassis control systems 13 times per second for a precise performance-handling feel. When the Chrysler 300 is stationary or moving at low speeds, the hydraulic pump increases power assistance for a lighter steering wheel effort. The pump reduces steering assistance at highway speeds to give the Chrysler 300 a firmer feel, and as a result, the system delivers a fuel savings of up to 1.5 percent – consuming less energy than a belt-driven pump.

For an even higher sense of precision and control, new 2015 Chrysler 300S and 300C Platinum models, plus 300C with 5.7-liter V-8 engine, include Sport mode to give the steering character greater feel and feedback.

#### All-new, lighter weight axles for RWD and AWD

Because efficiency and agility are positively correlated, the 2015 Chrysler 300 models feature all-new cast aluminum axles and housing. Replacing the previous steel structure, the new aluminum axles and housing help to reduce weight. The new driveline is also designed to reduce parasitic friction and increase durability with a new four-bolt design (previously a three-bolt design).

#### Lightweight front suspension cradle

At the heart of the 2015 Chrysler 300's front suspension is a rigid and lightweight suspension cradle made from tubular steel, which 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

Chrysler 300'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 Chrysler 300's five-link independent rear suspension system. Using rubber mounts, this hydro-formed 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 Chrysler 300 delivers with aggressive front- and

rear-camber geometry. Set at -1.0 degrees in the front and -1.75 degrees in the rear, Chrysler 300 is set up for high-speed cornering with its tires leaning inboard at the top relative to the body.

#### Three available suspension tunings deliver world-class precision and refinement

With three available suspension tunings and wheel and tire combinations ranging from 17 inches up to 20 inches, Chrysler 300 perfectly blends confident handling with world-class refinement and ride comfort. The available suspension tunings and wheel/tire combinations are (in order of increasing performance):

- **Comfort-tuned:**
  - Standard on Chrysler 300 and 300C models with 17-inch or 18-inch wheels and tires
- **Touring-tuned:**
  - Standard on Chrysler 300C Platinum model, available on 300C models with 20-inch wheels and tires
- **Sport-tuned:**
  - Standard on Chrysler 300S models

#### **Acoustically tuned interior cabin**

Maximizing its ultra-rigid structural design, Chrysler 300 engineers were able to tune the cabin for sound quality (as well as sound level) by isolating the powertrain, road and wind noise. The unibody design packages material and structural design improvements, including two premium-composite underbody panels, which provide more than eight feet of acoustic insulation. In addition, the sedan's dual-pane acoustic windshield and front-door side glass, body-cavity silencing foam, under-flush rolled-framed doors with triple seals and acoustic wheel-well liners all help to absorb road noise and quiet the cabin.

#### **Use of advanced materials and techniques**

The Chrysler 300 utilizes an array of high-strength materials and advanced manufacturing techniques to deliver the strength, rigidity and protection expected in a world-class sedan.

- Hot-stamped ultra-high-strength steel can be found in the A-pillars, bodyside doors, upper front-rail section and windshield header
- Thin, lightweight dual-phased steel is twice the strength of high-strength steel with maximum energy absorption and is strategically engineered into the sedan's inner-front rails and engine box area for occupant protection
- Transformation induced plasticity (TRIP) enables the B-pillar, lower header and rocker areas to use thinner, lightweight steel. In addition, nylon-composite reinforcements in the sedan's upper header cavities and A- and B-pillars, enhance crash protection
- Laser brazing creates an uninterrupted unibody with smooth roof panel and rail sections for a precision-appearance and improved aerodynamics

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