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## Chrysler Group to Feature Six-Speed Transmissions as Standard Equipment

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- Standard Equipment on 2005 Model-year Jeep® and Dodge Vehicles
- Enhanced Performance and Driving Experience

Chrysler Group is growing its six-speed manual transmission offerings beyond specialty vehicles such as Chrysler Crossfire and Dodge Viper, to now include its Jeep® sport-utility and Dodge truck vehicles.

“A six-speed manual transmission will now be standard equipment improving performance and driving pleasure in Jeep vehicles and Dodge Trucks where manual transmissions are offered,” said Bob Lee, Vice President – Powertrain Product Team, Chrysler Group.

For 2005, Jeep Liberty and Jeep Wrangler will feature the NSG 370 six-speed manual transmission, replacing two five-speed manual transmissions previously used in these applications — the NV1500 and NV3550 — reducing cost and complexity. This new transmission is a member of the six-speed NSG 370 family, similar to the one used in the Chrysler Crossfire—the first six-speed for the Chrysler Brand. The NSG six-speed manual transmission provides a 4.46:1 First-gear ratio, versus the 3.85:1 and 4.04:1 ratios of the five-speed transmissions it replaces, for improved launch and traction.

“Because Jeep vehicles are designed to perform in a variety of challenging off-road conditions, the NSG 370 six-speed manual transmission has a unique gear case and direct-shift system specifically designed for the Jeep application,” said Frank Frederick, Director – Manual and Rear-Wheel-Drive Transmissions and Driveline Engineering, Chrysler Group.

The NSG 370 six-speed manual transmission provides optimal shift quality, improved quietness and high quality. A new dual-ratio transmission shift-tower system allows packaging of the six-speed shift pattern within the existing Jeep vehicles, and it is tuned for optimized shift quality. For smooth operation the First and Second gears have triple-cone synchronization, the Third and Fourth gears feature double-cone and the Fifth and Sixth gears single-cone synchronization. Hard-finished gears allow for quiet operation. A multi-rail, steel-construction shift system delivers high strength and precision. The two-piece aluminum case with integrated clutch housing assures powertrain stiffness and light weight. The new First-gear ratio combined with six-speed step spread allows optimization of axle ratios for fuel economy and performance.

Joining Chrysler Group’s six-speed manual transmission family is the Getrag 238 six-speed manual featured as standard equipment on the all-new 2005 Dodge Dakota and 2005 Dodge Ram 1500. Replacing the NV3500 five-speed manual transmission, this six-speed offers smooth shifting with triple-cone synchronizers in First and Second gears, and double-cone Third and Fourth gear synchronizers. Noise, vibration and harshness are minimized with hard-finished gears. Shift rails are supported with ball bearings and Teflon bushings to provide precise shift feel. Six speeds provide optimized ratios to enhance performance and the fun-to-drive factor. Torque capacity and efficiency are optimized through the use of an intermediate plate, speed gears supported by needle bearings and clean-sealed ball bearings on shafts. A two-piece, die-cast aluminum housing reduces weight while providing optimum stiffness.

“We are now able to offer our Dodge Truck buyers who prefer the 5.7L HEMI ® a six-speed manual transmission in addition to our Cummins Turbo Diesel customers,” said Frederick.

Six-speed manual transmission performance will be available with the 5.7-liter HEMI V-8, in addition to the High Output Cummins Turbo Diesel, on 2005 Dodge Ram Heavy Duty pickups. The G56 six-speed manual transmission replaces the NV4500 five-speed and NV5600 six-speed manual transmissions. This new six-speed transmission

features a dual-trunnion shift tower which provides a compact shift pattern with optimal mechanical advantage for shifting. Double-cone synchronizers in First through Fourth and Reverse gears provide high-capacity and long-term durability. A two-piece, die-cast aluminum case with an integral clutch housing provides optimal stiffness and minimizes noise, vibration and harshness. A multi-rail, all-steel shift system provides precise shift feel. The 6.29:1 First-gear ratio provides better launch performance for an improved experience under heavily loaded and trailer tow conditions. There are also power take off access covers on both sides of the transmission.

Chrysler Group will continue to offer a six-speed manual transmission on both Dodge Viper and Chrysler Crossfire. This Dodge Viper TREMEC T-56 transmission is synchronized in all gears, with electronic 1-4 skip shift and Reverse lockout mechanisms. The Chrysler Crossfire NSG 370 six-speed provides precise shifts with optimized gear ratios and steps between gears.

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