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Gripping Performance: All-new 2011 Dodge Charger Combines World-class Chassis Components and Tuning for Segment-leading Performance and Refinement

- New second-generation E-segment architecture delivers world-class ride with Dodge-tuned performance handling and segment-leading smooth and quiet on-road manners
- Designed for segment-leading performance on and off the track:
 - Maximum grip: 0.90g on the skid pad
 - Increased camber: improves handling, lateral acceleration and steering response
 - Stopping power: Large 13.6-inch (345 mm) vented rotors, lightweight aluminum twin-piston front calipers and high-performance brake linings help Dodge Charger R/T stop on a dime
 - Enhanced brake functions: Ready Alert Braking and Rain Brake Support anticipate panic brake stops and maximize stopping performance under wet and slick conditions both on and off the track
- All-new premium chassis hardware delivers segment-leading refinement and includes front suspension hydrobushings, monotube shock absorbers and hydroformed steel front- and rear suspension cradles
- Dodge Charger handles like it's on rails with its new roll-steer rear suspension, delivering optimum suspension geometry during cornering (tires leaning inboard at the top relative to the body, but remain near-perpendicular relative to the road)
- Electro-hydraulic power steering (EHPS) system provides performance feel and improved on-center tracking while enabling improved fuel efficiency and quieter steering

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As the Dodge brand's performance flagship, the chassis of the all-new 2011 Dodge Charger is designed, engineered and fine tuned to deliver a level of quality, capability and refinement that rivals the very best European, Asian and North American E-segment sedans.

"Our Dodge customers demanded that the all-new 2011 Dodge Charger deliver segment-leading performance, handling and even greater on-road refinement," said Chris Barman, Vehicle Line Executive - E-Segment Vehicles, Chrysler Group LLC. "Our engineers accepted the challenge and designed a new second-generation E-segment architecture, providing the ideal geometry, premium hardware and performance tuning for the 2011 Dodge Charger to confidently contend with the world's best E-segment sedans both on and off the track."

Thanks to Chrysler Group's all-new second-generation E-segment rear-wheel-drive architecture, the 2011 Dodge Charger features redesigned front and rear multi-link suspension geometries, exceptional ride and performance handling dynamics, while still delivering a comfortable, smooth ride.

PERFORMANCE-TUNED AND TOURING-TUNED SUSPENSIONS PROVIDE A NIMBLE AND BALANCED CHASSIS

The all-new 2011 Dodge Charger features world-class suspension tunings with re-designed geometry making for a nimble, balanced chassis that will build the Charger's legend as one of the best driving sedans in the world.

Aiding in the all-new Dodge Charger's improved road-holding capabilities is a more aggressive front- and rear-camber geometry. Set at -1.0 degrees in the front, and -1.75 degrees in the rear, Dodge Charger is designed for high-speed

cornering with its tires leaning inboard at the top relative to the body. Keeping the chassis nimble during cornering are Dodge Charger's front- and rear-stabilizer bars, making body lean a thing of the past.

With four available suspension tunings and wheel and tire combinations ranging from 17 inches up to 20 inches, the all-new 2011 Dodge Charger delivers confident handling, world-class refinement and ride comfort. The available suspension tunings and wheel/tire combinations are (in order of increasing handling performance):

- **Touring-tuned:**
 - Standard on Dodge Charger SE, Rallye and Rallye Plus packages with 17-inch or 18-inch wheels and tires
- **Touring-tuned AWD:**
 - Standard on Dodge Charger R/T AWD with 19-inch wheels and tires
- **Performance-tuned:**
 - Standard on Dodge Charger R/T models with 18-inch or 20-inch wheels and tires
 - Included with Charger Enforcer package, or Rallye Appearance Group on Dodge Charger Rallye and Rallye Plus packages (20-inch wheels and tires)
- **Super Track Pak:**
 - Available on the Dodge Charger R/T Road and Track package
 - Includes larger front- and rear-stabilizer bars, a 3.06 rear-axle ratio, P245/45R20 Goodyear Eagle F1 three-season tires, high-performance monotube shock absorbers, high-performance brake linings and for enthusiasts who really want to go all out at the track and three mode ESC with "ESC-off" stability calibration

FRONT SUSPENSION EMPLOYS ALL-NEW PREMIUM CHASSIS HARDWARE

The all-new 2011 Dodge Charger incorporates new and improved front-suspension hardware for performance handling and refinement both on and off the track.

At the heart of the 2011 Dodge Charger's front suspension is a new lightweight suspension cradle, which attaches the lower-control arms, front-stabilizer bar, steering pump and steering gear. Created from hydroformed tubular-steel, the new front suspension cradle creates a rigid assembly and features hydro-engine mounts to make the interior cabin smooth, comfortable and quiet.

New monotube front-shock absorbers, springs and a lower positioned lower-front-shock-to-suspension-link bushing deliver improved control, ride and comfort. Combined, these suspension components provide improved handling, durability and reduce the harshness from bumps compared with the previous Dodge Charger. In addition, all-new front suspension hydrobushings - a premium suspension component - further reduce ride harshness and contribute to smooth braking.

RAIL-LIKE CORNERING WITH NEW ROLL-STEER REAR SUSPENSION

The all-new 2011 Dodge Charger's rear suspension multi-link design features new roll-steer geometry, allowing independent control of camber and toe suspension movement for world-class handling.

Delivering refinement with improved handling and dynamics, the 2011 Dodge Charger's rear suspension features all-new monotube shock absorbers and new springs. Helping the rear suspension contribute to a quieter interior cabin are premium urethane jounce bumpers and suspension links with rubber shock absorber bushings. In addition, new upper and lower spring-seat isolators provide additional dampening to deliver smooth suspension engagement over bumps.

With the exception of the coil springs and shock absorbers, the rear suspension cradle is the main attachment point for the 2011 Dodge Charger'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).

ALL-NEW DODGE CHARGER R/T AWD: IMPROVED STANCE AND ALL-WEATHER PERFORMANCE HANDLING

With its new second-generation E-segment architecture, the all-new 2011 Dodge Charger R/T AWD delivers precise all-weather handling, world-class refinement and a lower ride height for an athletic appearance.

No matter what the road conditions, the all-new 2011 Dodge Charger R/T AWD looks even newer with a 0.5-inch (13 mm) tighter tire-to-fender fitment, a 0.15-inch (4 mm) lowered overall ride height and larger 19-inch wheels with P235/55R19 all-season performance tires. Beyond its lower center of gravity, the Dodge Charger R/T AWD features improved handling with new upper- and lower-control arms and shock-absorber bushings. In addition, new half shafts feature high-precision bearing units that are sealed for added quality and durability.

The Dodge Charger R/T AWD features a multi-link front suspension with unique steering knuckles, asymmetrical lower-control arm and tubular upper-control arm to manage up to 38 percent of the 5.7-liter HEMI® V-8 engine's best-in-class power to the front wheels.

NEW ELECTRO-HYDRAULIC POWER STEERING (EHPS): PERFORMANCE-STEERING FEEL

Transmitting the 2011 Dodge Charger's grip to the driver is an all-new electro-hydraulic power steering (EHPS) system that transmits precise road feel and improves on-center tracking, steering noise and fuel consumption.

Depending on the control mode, the EHPS system applies variable steering effort to different driving conditions. EHPS analyzes steering angle, vehicle speed, engine rpm and chassis control systems 13 times per second for precise performance-handling feel. When the Dodge Charger 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 Dodge Charger a firmer feel, and as a result, the system delivers a fuel savings of up to 1.5 percent by consuming less energy than a belt-driven pump.

For an even higher sense of performance and control, the all-new 2011 Dodge Charger features 25 percent quicker steering, and with the performance-tuned suspension, 20 percent heavier on-center feel.

PERFORMANCE-TUNED ELECTRONIC STABILITY CONTROL (ESC)

All 2011 Dodge Charger models are equipped with a Dodge-tuned electronic stability control (ESC) with less-intrusive calibration for performance driving. Behind the scenes, the ESC system is ready to intervene; integrating key chassis control systems, including electronic brake-force distribution (EBD), anti-lock brake system (ABS) and traction control systems (TCS) to control all four wheels in response to yaw and steering input.

In effect, ESC determines the driver's intentions and controls the vehicle's dynamic forces within safe limits in any driving situation. Should the driver exceed the performance limits of the road surface-such that the vehicle starts to oversteer or understeer - ESC instantly analyzes input from the wheel sensors and corrects the pending loss of control by applying any one, several or all of the corner brakes to keep the vehicle headed in the direction the driver intended.

The all-new 2011 Dodge Charger's ESC system features unique calibrations depending on engine (3.6-liter Pentastar V-6 or 5.7-liter HEMI V-8 with Fuel Saver Technology), suspension-tuning and tire combination. Charger's ESC will enable the driver to select from two or three modes:

- Full on (ESC and engine torque management)
- Partial off (engine torque management disabled)
- Full off (Included with Dodge Charger R/T with Super Track Pak only. Complete ESC deactivation, while ABS remains active)

MAXIMUM STOPPING POWER

The all-new 2011 Dodge Charger features world-class brake systems designed with class-leading performance and feel, state-of-the-art technologies and maximum refinement.

Dodge Charger's brake systems include:

- Highly tuned brake linings designed for consistent, smooth brake feel with durability and performance
- New brake booster and improved pedal-travel ratio and required force at higher speeds for world-class brake pedal feel
- Performance brake linings for superior fade resistance and outstanding pedal feel. Available on Dodge

Charger R/T models (suitable for track performance)

- High-performance track-proven brake linings included with the Super Track Pak
- Parasitic-friction reducing high roll-back brake calipers with spreader springs add efficiency
- Hydraulic-boost compensation (HBC) automatically senses if there is a failure in the vacuum, brake booster or related brake lines. For example, if a line or hose ruptures, the brake controller will run the ABS pump full time and brakes will perform as normal until the system is serviced
- Ready Alert Braking - a segment-exclusive technology that automatically senses when the driver lifts their foot off the accelerator and applies a slight amount of brake pressure (not enough to slow the vehicle) to make sure brake pads and discs are correctly lined up in anticipation of a panic stop
- Rain Brake Support automatically applies a pulse of brake pressure (not enough to slow the vehicle) to remove water film from brake pads. The system engages when the windshield wipers are activated

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