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New 2011 Chrysler 200 is Engineered to Provide Drivers an Exhilarating Driving Experience and Innovative Technologies Consumers Expect

- The new 2011 Chrysler 200 sedan was engineered to provide customers a sedan that is beautifully shaped, is filled with useful innovations and technology and delivers a dynamic driving experience
- Major suspension upgrades result in an agile, confident, dynamic experience in all driving situations with the new Chrysler 200
- New 3.6-liter Pentastar V-6 engine provides a best-in-class 283 horsepower rating and exceptional fuel economy
- Proven 2.4-liter World Gas Engine is recalibrated and mated to an available six-speed transmission that gives customers an exhilarating drive and unexpected value

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Virtually every system in the new Chrysler 200 sedan was re-engineered, redesigned, retooled or retuned for 2011.

From the ground up, the new 2011 Chrysler 200 has been redesigned and upgraded to deliver great American design and engineering, with a value proposition that exceeds expectations. The new chassis architecture delivers world-class performance handling, braking and precision steering, with maximum grip and control. Coupled with new powertrains that offer best-in-class horsepower, exceptional fuel economy and one of the quietest cabins in the segment, the new 2011 Chrysler 200 is an exciting alternative for customers that want style and substance, all at a surprising value.

"When the company started to redesign the 200 sedan, we listened to our customers as well as third-party reviewers," said Ben Winter, Vehicle Line Executive-Chrysler Group LLC. "This feedback was at the forefront when Chrysler Group engineers evaluated every system that would go into the new 200. The result is the new Chrysler 200, a sedan that delivers a quiet, refined, responsive driving experience with a style unmatched in the segment."

The Chrysler 200 gets a new powertrain lineup for 2011, with the choice of the proven 2.4-liter World Gas Engine, which produces 173 horsepower and 166 lb.-ft. of torque, or the new 3.6-liter Pentastar V-6 engine, that produces a best-in-class 283 horsepower and 260 lb.-ft. of torque, yet delivers excellent fuel economy. Both engines are mated to the 62TE six-speed automatic transmission. For the value-conscious consumer, the 2.4-liter World Gas Engine also is available mated to a four-speed automatic transmission.

A confident, exhilarating driving experience is the result of major suspension upgrades

The Chrysler 200 sedan features an improved driving experience across the board, with almost every system in the suspension being redesigned or retuned, including 26 of the 30 suspension bushings. The changes result in noticeable improvements in ride, routine handling and if needed, emergency maneuvers.

Ride handling was upgraded to world-class levels by improving body control, reducing vehicle shake and improving isolation. Improvements include:

- Suspension dampers were retuned using advanced damper valving technology, providing more body control without degrading ride comfort
- Redesigning the front suspension cradle isolators, reducing vehicle shake on uneven road surfaces and providing a more solid feeling to the vehicle
- The front suspension lower control arm aft bushing was redesigned, reducing vehicle sensitivity to wheel and tire imbalance and brake judder

- Redesigning the front suspension strut mounts, resulting in improved isolation and reduced impact noise on rough road surfaces

Routine handling characteristics of the new 200 were re-engineered, enabling drivers to have an exhilarating driving experience under normal driving conditions. The result: the steering feels more responsive and precise, there's more stability when changing lanes, less body roll and more steering sensitivity, giving the driver confidence and control.

- The 2011 Chrysler 200 sedan was lowered 12 mm in the front and 6 mm in the rear, that improved steering response
- The steering gear and steering pump were retuned, resulting in a more precise steering feel
- Front suspension lower control arm bushing rates were increased, as well as the rates for the front and rear cradle isolators, increasing lateral stiffness to improve steering precision and reduce vehicle shake
- The roll center was raised 45 mm by modifying the rear suspension geometry, improving the yaw damping and steering precision. The geometry also was modified to increase rear roll-steer, that improves lane change stability
- Spring rates and the size of the front and rear stabilizer bar diameters were increased, reducing body roll and increasing steering sensitivity
- Steering precision and durability were improved by retuning the rear suspension link bushings

Engineers also addressed handling during emergency maneuvers. The result: better capability when cornering and more precise steering and stability

- Revising springs and stabilizer bars, geometry changes and bushing changes improved the steering precision and stability during emergency handling maneuvers
- New, premium tires provided increased grip and cornering capability, that resulted in improved emergency handling performance

The new Chrysler 200 sedan is engineered so drivers can hear what the backseat passengers are saying

The new Chrysler 200 features improvements in noise, vibration and harshness (NVH), significantly reducing road noise, wind noise, tactile vibration, engine growl and powertrain noise. The NVH improvements result in unsurpassed speech intelligibility performance in the segment. To reach this level of quietness, engineers added 45 new sound deadening treatments that significantly reduce NVH, including:

- acoustic windshield
- laminated side glass, usually only found in higher priced vehicles
- optimally locating mastic and sound damping materials
- adding sound absorption material to strategic locations throughout the vehicle
- a new three-point engine mount system for the 2.4-liter World Gas Engine that delivers improved sound and isolation

Performance and fuel efficiency all in a stylish package

3.6-liter Pentastar V-6 Engine

200's all-new 3.6-liter Pentastar V-6 engine delivers world-class refinement and efficiency. The 3.6-liter Pentastar V-6 engine is an all-new design, featuring dual overhead camshafts (DOHC), aluminum 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. Structurally, intake and exhaust areas of the engine are designed to deliver low levels of overall sound and achieve specific audible sound quality goals that exceed discerning customer requirements.

The 3.6-liter V-6 engine design features DOHC and high-flow intake and exhaust ports, that in combination with variable-valve timing via dual independent cam phasing, 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 torque exceeds 90 percent of its peak value from 1,600 to 6,400 rpm, providing customers outstanding drivability and responsiveness.

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 with recyclable oil-filter element and no-spill removable feature. In addition, an integrated oil cooler is used to help protect the environment via incineration of the filter element. The use of long-life spark plugs and a high-energy coil-on-plug ignition system maximizes component life and helps reduce cost of ownership.

The all-new 3.6-liter V-6 engine delivers 283 horsepower (210 kW) at 6,350 rpm and 260 lb.-ft. (353 N•m) of torque at 4,400 rpm, providing Chrysler 200 drivers best-in-class horsepower.

The all-new 3.6-liter Pentastar V-6 engine is manufactured at Chrysler Group LLC's Trenton South Engine Plant in Trenton, Mich.

2.4-liter I-4 World Gas Engine

The proven 2.4-liter I-4 World Gas Engine delivers value, power and fuel efficiency. The 2.4-liter, I-4, 16-valve, aluminum block engine features dual variable valve timing, intake manifold flow control valves, acoustic cylinder head covers, dual counter-rotating balance shafts and an acoustic oil pan. This engine produces 173 horsepower (129 kW) and 166 lb.-ft. (225 N•m) of torque.

The 2.4-liter I-4 World Gas Engine is constructed with a high-pressure, die-cast aluminum block with cast-in-place iron liners, sand-cast aluminum ladder frame and aluminum cylinder head.

The 2011 200 sedan features a new three-point engine mount system for the 2.4-liter World Gas Engine, resulting in reduced noise, vibration and harshness, and improved sound and isolation.

The 2.4-liter I-4 World Gas Engine is manufactured at Chrysler Group LLC's GEMA Engine Plant in Dundee, Mich.

Putting the power to the ground, efficiently:

62TE Automatic Transmission

The 62TE six-speed automatic transmission was developed by building on the capability of Chrysler Group's four-speed automatic transmission. The six-speed automatic transmission added two new primary gear ratios and a secondary ratio for optimized passing performance at highway speeds. The gear ratios of the six-speed transmission allow the engine to work more efficiently at lower speeds, providing the foundation for a spirited driving experience. The six-speed transmission also was designed to increase peak launch torque capacity, allowing greater acceleration at start.

The 62TE six-speed automatic transmission is manufactured at Chrysler Group LLC's Kokomo Transmission Plant in Kokomo, Ind.

Dual Dry Clutch Transmission (DDCT) - Late Availability

Strong acceleration characteristics combined with more fuel efficiency on the highway are two of the main attributes of Chrysler Group's newest transmission, the six-speed C636 Dual Dry Clutch Transmission (DDCT). The new, transverse-mounted gearbox will be available in the 2011 model year in Chrysler 200 models equipped with the 2.4-liter World Gas Engine (late availability).

The DDCT is the first powertrain application in a Chrysler Group vehicle as a result of the company's partnership with Fiat. It is designed specifically for lighter vehicle applications and is a first for Chrysler Group passenger cars.

Electrohydraulically activated, the DDCT six-speed is expected to improve fuel efficiency.

Unlike traditional six-speed transmissions, the dual dry clutch transmission eliminates the torque converter and pumping losses associated with wet clutch transmissions.

The DDCT essentially is designed to operate much like a manual transmission, with two clutch discs driven independently by a common flywheel assembly. Odd numbered gears (1, 3 and 5) are located on one shaft assembly while even gears (2, 4 and 6) are on the other. Two gearboxes running in parallel, each with its own clutch, allows for the selection and engagement of subsequent gears, while the previous gear is still engaged. Gear changes are gradual rather than abrupt, ensuring a continuous delivery of engine torque and traction. Simply put, the gear is anticipated and preselected. As one clutch is opened, the other is closed, allowing shifting without torque interruption,

resulting in quicker acceleration and near seamless shifting.

Additionally, with the lay-shaft arrangement of gears, there is flexibility to optimize gear selections for peak performance and fuel economy.

Smoother shifts, due to ideal gear spacing, are immediately noticeable to the driver. Ratios have been ideally spaced to help provide a smooth transition in-between gear changes. Using an ideal set of gears, the transition from first to sixth is smooth, with virtually none of the torque transfer generally associated with gear shifts in traditional automatic transmissions.

Precise shifting and a reduction of engine rpm's are key benefits that result in lower emissions. The use of a six-speed automatic also allows the driver a broad range of shifting behaviors, from enthusiasts looking for sporty performance, to commuters looking for optimal fuel efficiency.

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