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New 2011 Chrysler 200 Convertible is Engineered to Provide Drivers an Exhilarating Open-air Driving Experience

- The new 2011 Chrysler 200 Convertible was engineered to provide customers a convertible that delivers a fun, dynamic driving experience with the top down or up
- Major suspension upgrades to the 2011 Chrysler 200 Convertible result in an agile, confident, dynamic experience in all driving situations
- New 3.6-liter Pentastar V-6 engine provides 283 horsepower and 260 lb.-ft. of torque, along with exceptional fuel economy
- Proven 2.4-liter World Gas Engine is recalibrated and mated to an available six-speed transmission that gives customers a fun-to-drive experience and unexpected value

January 27, 2011, Auburn Hills, Mich. -

From the ground up, the new 2011 Chrysler 200 Convertible 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. The new powertrains offer outstanding V-6 horsepower and exceptional fuel economy. The 2011 Chrysler 200 Convertible is an exciting alternative providing customers elegant design and a beautifully crafted, spacious interior that comfortably seats four adults.

"The new Chrysler 200 Convertible benefits from the recently introduced, re-engineered 200 sedan," said Ben Winter, Vehicle Line Executive - Chrysler Group LLC. "We applied the same principles we used with the sedan to re-engineer the 200 Convertible. The result is the new Chrysler 200 Convertible, a car that delivers a fun, refined, responsive driving experience with ample interior space and a style unmatched in the segment."

The Chrysler 200 Convertible gets a new powertrain lineup for 2011, with the choice of the new 3.6-liter Pentastar V-6 engine, that produces 283 horsepower and 260 lb.-ft. of torque and offers 19 mpg city and 29 mpg highway fuel economy, or the proven 2.4-liter World Gas Engine, which produces 173 horsepower and 166 lb.-ft. of torque and has an EPA fuel economy rating of 18 mpg city and 29 mpg highway. Both engines are mated to the 62TE six-speed automatic transmission.

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

The 2011 Chrysler 200 Convertible features an improved driving experience across the board, with almost every system in the suspension being redesigned or retuned, including 22 of the 28 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
- Redesigning the front suspension strut mounts, resulting in improved isolation and reduced impact noise on rough road surfaces

Handling characteristics of the new 200 Convertible 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 Convertible was lowered 12 mm in the front and 6 mm in the rear, improving steering response

The steering gear was retuned, the torsion bar and intermediate shaft isolator rates were increased, resulting in a more precise steering feel

- The geometry was modified to increasing rear roll-steer, improving 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
- Rear suspension bushings, including the toe, camber and spring links, incorporate larger bushings and ball joints for increased lateral stiffness
- New design for the rear knuckles and larger diameter bushings increased the roll center height, camber gain and roll understeer resulting in improved steering and cornering response

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 improve the steering precision and stability during emergency handling maneuvers
- New, premium tires provide increased grip and cornering capability, that result in improved stopping distance and emergency handling performance

Open Air Driving in 30 Seconds Flat

On both soft and hard tops, the easy-to-use power convertible top folds in three sections and automatically latches. Owners can drop the top with a switch on the instrument panel, or with the press of the button on the key fob. The soft top takes about 27 seconds to raise or retract, while the hard top takes 30 seconds. A standard automatic hard tonneau cover neatly conceals the top stowage area when the convertible top is down. When either the hard or soft top is stowed, the trunk offers plenty of easily-accessible cargo space.

Smart Glass Knows When to Drop

"Smart Glass" protects the top weather strips and window seals in the 2011 Chrysler 200 Convertible. The system works by lowering the windows slightly whenever the convertible top is lowered or when the doors are opened or closed. When the door handle is pulled, the 200 Convertible's Smart Glass lowers the window 0.4 inches, which allows the door to open without resistance or damage to the window or top weather strips. The window remains in this slightly lower position until the door is closed, at which point the glass rises completely to fully close the gap.

Performance and fuel efficiency all in a stylish package

3.6-liter Pentastar V-6 Engine

The 200 Convertible'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. The 200 Convertible Pentastar engine is rated by the EPA at 19 mpg city and 29 mpg highway.

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 Convertible 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 Transaxle

The 62TE six-speed automatic transaxle was developed by building on the capability of Chrysler Group's four-speed automatic transmission. The six-speed automatic transaxle added two new primary gear ratios and a secondary ratio for optimized passing performance at highway speeds. The six-speed automatic transaxle provides quicker standing-start acceleration than a four- or five-speed transaxle because of a numerically higher first-gear ratio. A more robust differential with increased torque capacity enhances launch performance by requiring less torque management, electronically limiting the torque that is available during the initial stages of standing-start acceleration. Smaller steps between ratios also make for a smoother, quieter ride, as the engine speed doesn't change as often with each shift. In addition, more ratio choices, more appropriate ratios for quicker acceleration and a lower overall top gear ratio provide a quiet ride and improved fuel economy 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 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 on the Chrysler 200 Touring 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.

Electro-hydraulically 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 pre-selected. 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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