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All-new Best-in-class Naturally Aspirated 485-Horsepower R/T Scat Pack Model, Plus Standard Segment-exclusive TorqueFlite Eight-speed Transmission On All Dodge Chargers, Enable World-class Power, Performance and Efficiency

- Hardcore enthusiasts only: all-new Dodge Charger R/T Scat Pack delivers 31 percent more horsepower and 22 percent more torque to the Dodge lineup:
 - Proven 6.4-liter HEMI® V-8 engine delivers 0-60 mph performance in mid-4-second range and quarter-mile times in the low 12-second range thanks to:
 - Best-in-class 485 horsepower
 - Best-in-class 475 lb.-ft. of torque
 - Active valve exhaust system delivers an unmistakable Dodge muscle-car tuned sound
 - High-performance tuned chassis features Bilstein shocks, four-piston Brembo calipers with vented/slotted rotors and wider 20-by-9-inch wheels with Goodyear Eagle F1 tires
- Segment-exclusive TorqueFlite eight-speed transmission now standard on all Charger models:
 - Charger R/T lineup's all-new TorqueFlite eight-speed automatic transmission now transmits the 370 horsepower to the pavement, while further optimizing the 5.7-liter HEMI V-8 engine's innovative four-cylinder mode Fuel Saver Technology for up to 6 percent improvement in fuel economy compared with last year
 - State-of-the-art eight-speed transmission delivers world-class precision and fuel efficiency, along with Sport Mode 2 and paddle-shifting capabilities
 - Best-in-class 31 miles per gallon (mpg) highway available on Charger SE and SXT models' 3.6-liter Pentastar V-6 engine and standard eight-speed automatic transmission
- Best-in-class fuel economy thanks to the segment's most advanced all-wheel-drive (AWD) system:
 - Charger SXT AWD and now the new entry-level 2015 Dodge Charger SE AWD provide even more all-season traction and best-in-class city and highway fuel economy (19/27 mpg) at an extraordinary value
- Sport mode and Dodge Performance Pages improve the vehicle's performance via unique and selectable engine, transmission, steering and throttle calibration settings, plus launch control
- Segment-first new performance electronic shifter functions like a traditional shifter, providing the driver with visual and physical feedback of gear position, while providing benefits of electronic shifting such as short throws and low shift efforts
- Dodge Charger's enthusiast-inspired rear-wheel-drive (RWD) architecture integrates new advanced technological solutions:
 - New electric power steering (EPS) now provides three driver-selectable steering modes: Normal, Comfort and Sport
 - All-new cast-aluminum axle housing reduces weight and parasitic friction on both Charger RWD

and AWD models

- Upgraded and more comprehensive Sport Mode II enables sport-tuned steering, pedal, engine and transmission calibration, plus rear-biased torque on AWD models for more dynamic handling
- Updated suspension tuning, including performance-tuned R/T Scat Pack and Super Track Pack-tuned R/T Road & Track models
- All-new Dodge Performance Pages provide configurable drive modes
- New launch control improves offline acceleration performance

October 28, 2014, Auburn Hills, Mich. - Building on more than 45 years of heritage, the new 2015 Dodge Charger delivers new levels of performance and efficiency, thanks to the addition of the R/T Scat Pack hardcore-enthusiast model, which pumps out a best-in-class 485 horsepower and 475 lb.-ft. of torque, representing up to a 115 horsepower and 80-lb.-ft. leap in torque compared with the 5.7-liter Charger R/T models. In addition to the more than 31 percent jump in horsepower and 22 percent jump in torque, America's only four-door muscle car is now the most technologically advanced ever – thanks to its state-of-the-art TorqueFlite eight-speed automatic transmission standard on all models, plus new advanced technological solutions engineered into its rear-wheel drive architecture.

“The eighth-generation Charger is designed to maximize the performance and efficiency of its segment-exclusive TorqueFlite eight-speed transmission and HEMI V-8 engine pairings – giving Dodge enthusiasts America's only four-door muscle car up to 485 best-in-class horsepower and the capable of taking on sport sedans costing twice as much,” said Steve Williams, Dodge Charger Vehicle Line Executive — Chrysler Group LLC. “And for customers who want best-in-class fuel economy, the 3.6-liter Pentastar engine can churn up to 300 horsepower, all while delivering a best-in-class 31 mpg, or a best-in-class AWD fuel economy label of 27 mpg.”

Packing a 485 horsepower punch: All-new 2015 Dodge Charger R/T Scat Pack

Like the all-new Challenger R/T Scat Pack, the all-new 2015 Charger R/T Scat Pack is built exclusively for Dodge enthusiasts who want their muscle car to have best-in-class power with maximum performance – with four doors.

Powered by SRT: 6.4-liter HEMI® V-8 engine

The 6.4-liter HEMI V-8 engine delivers a best-in-class 485 horsepower and 475 lb.-ft. of torque – for more than a 31 percent jump in horsepower and 22 percent jump in torque compared with the 5.7-liter Charger R/T models. The torque band for the Charger R/T Scat Pack model is extremely flat, allowing for strong standing starts and improved straight-line performance throughout the rpm range. An advanced active intake manifold along with high-lift cam with phasing provides maximum low-end torque and high-end power.

Paired to the all-new TorqueFlite eight-speed automatic transmission, the Dodge Charger R/T Scat Pack includes four-cylinder mode Fuel Saver Technology, enabling the four-door muscle car to operate economically on four cylinders or use the power of all eight cylinders when needed.

For a touch of nostalgia, the engine block is lacquered in signature HEMI Orange paint.

Active-valve exhaust system

The new active exhaust system on the Dodge Charger R/T Scat Pack allows for straight-through mid and rear mufflers for a throaty exhaust note under engine load. Even with up to 115 more horsepower than the 5.7-liter HEMI V-8 engine, the 6.4-liter HEMI V-8 engine with active valve exhaust system helps the four-cylinder mode Fuel Saver Technology engage over a wider rpm range.

High-performance tuned chassis

The all-new Dodge Charger R/T Scat Pack is engineered with a high-performance tuned chassis – designed with the hardware necessary for high-demanding track conditions.

Exclusive Bilstein high-performance shock absorbers are highly damped and provide a firm ride that maintains the feel for everyday commuting while being fully capable for the more challenging situations. Additionally, the Charger R/T Scat Pack features unique suspension geometry to improve balance, cornering ability and steering responsiveness. For improved handling, the suspension has been lowered 0.5 inch. The result: the Dodge Charger R/T Scat Pack is capable of 0.88g on the skid pad – on par with some of the world's best-handling cars.

With four-piston Brembo calipers lacquered in black at each corner with 14.2 inch (front) and 13.8 inch (rear) vented/slotted rotors, the Dodge Charger R/T Scat Pack delivers world-class stopping power – enabling a braking distance of 60-0 mph in 120 feet. Improved brake cooling and fade performance comes courtesy of wind tunnel designed brake cooling ducts that direct airflow to the vented rotors for consistent stopping power.

Tying the chassis upgrades together are new 20-inch lightweight alloy wheels with Goodyear Eagle F1 three-season performance tires. For those who live in colder climates, Goodyear Eagle RS-A all-season performance tires are a no-charge option.

Charger R/T now standard with segment-exclusive TorqueFlite eight-speed transmission and 370 horsepower HEMI V-8 engine

For the muscle-car enthusiast looking for an affordable V-8 sedan, the 2015 Dodge Charger R/T features the legendary 5.7-liter HEMI V-8 engine with 370 horsepower (276 kW) and 395 lb.-ft. of torque (536 Nm) and now combines the engine's four-cylinder mode Fuel Saver Technology with three additional gears from the new TorqueFlite eight-speed automatic transmission for maximum performance, up to 6 percent improvement in fuel efficiency and 0-60 mph performance in the high-5 second range. For even more responsiveness, the 2015 Dodge Charger R/T Road & Track model features a unique 3.07 rear axle ratio (versus the standard 2.62 rear axle ratio) and a high-speed engine controller, paddle shifters and Sport Mode II.

The design of the TorqueFlite eight-speed transmission further contributes to efficiency. At 194 lbs. (88 kg), it weighs just four pounds (1.8 kg) more than the previous Charger R/T'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.

Segment-exclusive TorqueFlite eight-speed transmission now standard on Charger SE, delivers best-in-class 31 mpg

Once standard only to Dodge Charger SXT models, the new 2015 Charger SE drops its former five-speed for the state-of-the-art TorqueFlite eight-speed transmission. Both models are powered by the award-winning 3.6-liter Pentastar V-6 engine, which delivers 292 horsepower (218 kW) at 6,350 rpm and 260 lb.-ft. (353 N•m) of torque at 4,800 rpm and a best-in-class 31 miles per gallon (mpg) on the highway. For Dodge Charger customers who want V-6 fuel economy with even more power, the Dodge Charger SXT model offers the Rallye Group – providing up to 300 horsepower and 264 lb.-ft. of torque thanks to a unique cold-air induction system, sport-tuned exhaust and engine calibration.

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. Structural, intake and exhaust areas of the engine are designed to deliver low levels of overall sound. Combined with the use of premium hydraulic powertrain mounts, the 2015 Dodge Charger delivers refinement in all powertrain applications and at all RPMs.

Comprehensive Sport Mode II and Dodge Performance Pages transforms Charger's personality

Thanks to the speed of its PowerNet electrical architecture, the 2015 Dodge Charger models equipped with Sport mode can instantly transform the four-door muscle car's personality to improve performance. By engaging Sport mode, Charger drivers can reduce shift times from approximately 400 milliseconds to 250 milliseconds, increase engine and throttle responsiveness, adjust electronic stability control (ESC) settings and firm up the steering feel.

Additionally on the Charger R/T Scat Pack and Charger R/T Road & Track model, the driver can use the all-new Dodge Performance Pages, which are available on the segment's largest 8.4-inch Uconnect touchscreen. It includes active launch control, launch control RPM settings, performance timers and performance gauges, such as g-force indicators and engine performance.

Segment's first new performance electronic shifter

Connecting the driver to the segment-exclusive TorqueFlite eight-speed transmission is a new performance-inspired electronic shifter. With the Dodge enthusiast in mind, this new transmission shifter functions like a traditional "linkage" shifter, all while providing the benefits of an electronic shifter, such as short throws and low shift efforts. In addition, a secondary gate for manual-style eight-speed Auto Stick shifting is standard.

For even more driver control, paddle shifters (standard on R/T models, optional on SXT models) offer the convenience of transmission gear selection with controls placed within fingertip range behind the Dodge Charger's thick-rim three-spoke steering wheel.

Best-in-class AWD fuel economy thanks to the segment's most advanced AWD system

From winding through twisty stretches of coastal road, to escaping away to a snow-covered ski resort, the 2015 Dodge Charger SE and SXT models with all-wheel drive (AWD) deliver best-in-class city and highway fuel economy (19/27 mpg), all while having a commanding design presence, and the power and all-weather capability to carve through some of the worst precipitation Mother Nature can dish out.

Dodge Charger's intelligent AWD system features 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.

Dodge Charger's 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

As the Dodge brand's performance flagship, the chassis of the all-new 2015 Dodge Charger is designed, engineered and fine-tuned to deliver world-class performance and efficiencies – thanks to its advanced technological solutions.

Super Track Pak – exclusive equipment on 2015 Charger R/T Road & Track

Dodge knows its enthusiasts all want more performance, and the 2015 Charger R/T Road & Track model delivers with the Super Track Pak equipment standard.

The Super Track Pak elevates the standard Dodge Charger R/T model's sport-tuned suspension and braking by adding performance suspension tuning, a high-performance brake package, high-performance steering, 3.07 rear-axle ratio and 20-by-8-inch dual five-spoke polished cast-aluminum wheels with black painted pockets and P245/45ZR20 BSW all-season performance tires (optional Goodyear F1 three-season tires). The package also includes Dodge Performance Pages.

All-new advanced electric power steering system

The 2015 Dodge Charger features an advanced steering-column-mounted electric power steering (EPS) system that improves both handling and performance. The vehicle uses the latest EPS system technology available, which delivers sporty handling by managing significant loads at all steering wheel operating speeds, power assist curves modulated according to driving conditions and up to a 3 percent improvement in fuel efficiency, when compared with a conventional hydraulic system.

All of the power boost, or assist, is provided via an electric motor, and because the system is fully electronic, the driver experiences optimal steering effort at all vehicle speeds with improved fuel efficiency, since there is no parasitic loss from a power steering pump.

All-new, lighter weight axles for RWD and AWD

Because efficiency and agility are positively correlated, the 2015 Dodge Charger RWD and AWD 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 Dodge Charger'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

Dodge Charger'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 Dodge Charger'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. Upper and lower spring-seat isolators provide additional damping to deliver smooth suspension engagement over bumps.

Aggressive front- and rear-camber geometry

Performance handling requires maximum road-holding grip, and the Dodge Charger delivers with aggressive front- and rear-camber geometry. Set at -1.0 degrees in the front and -1.75 degrees in the rear, Dodge Charger is set up for high-speed cornering with its tires leaning inboard at the top relative to the body.

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