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## **Power, Performance and Handling Define the All-new 2007 Dodge Nitro**

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Since the all-new 2007 Dodge Nitro doesn't look like any other sport-utility vehicle in its class, Chrysler Group engineers knew that the vehicle's power, performance and handling needed to out-point the competition, too.

"Offering customers a choice of two V-6 engines, a performance suspension and 20-inch chrome-clad wheels wrapped up in bold packaging is what makes the Dodge Nitro stand out in the mid-size SUV segment," said Craig Love, Vice President – Rear-wheel Drive Product Team, Chrysler Group. "Whether customers are looking for sporty performance or dynamic ride and handling, the all-new 2007 Dodge Nitro redefines the mid-size SUV driving experience."

### **Two Powerful Engines**

- 4.0-liter SOHC V-6

The performance-oriented, 4.0-liter, single-overhead-cam (SOHC) V-6 engine is designed to provide the power and torque required to make the Dodge Nitro R/T\* a leader in the mid-size SUV segment. The engine delivers 260 hp (194 kW) @ 6,000 rpm and 265 lb.-ft. (359 N•m) of torque @ 4,200 rpm and gets an estimated fuel economy of 18 city and 23 highway (4X2). It is an enhanced version of the 3.5-liter engine used in prior Chrysler Group vehicles. The 4.0-liter SOHC V-6 engine provides more power and torque than the prior 3.5-liter, with emphasis on low- and mid-range operation to meet the needs of the day-to-day driver.

The 4.0-liter engine is offered on the Dodge Nitro R/T model in the United States.

- 3.7-liter SOHC V-6

The 3.7-liter SOHC V-6 engine provides the 2007 Dodge Nitro with a standard engine that is efficient, durable and proven. It produces 210 hp (157 kW) @ 5,200 rpm and 235 lb.-ft. (319 N•m) of torque @ 4,000 rpm and gets an estimated fuel economy of 18 city and 24 highway (4x2). Refinements in the valve train and combustion chamber, working together as a system, enhance low-speed torque while providing a smooth idle and minimal engine noise. A sophisticated Electronic Throttle Control system tailors throttle response to pedal movement based on operating conditions, and maintains a consistent vehicle speed on rolling grades when cruise control is active. Also new on the 3.7-liter engine for 2007 is an exhaust gas recirculation valve, which helps increase fuel economy.

The 3.7-liter V-6 is standard on the Dodge Nitro SXT and Dodge Nitro SLT models in the U.S. Towing capacity on all models is up to 5,000 lbs. when properly equipped with a weight distributing hitch.

For key diesel markets outside North America, the Dodge Nitro will be offered with an all-new 2.8-liter common rail diesel engine in 2007.

### **All-New Suspension Systems**

The Dodge Nitro features an all-new coil-spring independent front suspension and an all-new five-link, coil-spring rear suspension. The independent front suspension gives the driver an optimum combination of ride, handling and steering, providing a greater sense of control and precision. The solid five-link rear suspension, including upper and lower trailing links and track bar, provides higher lateral stiffness for vehicle responsiveness and outstanding handling. Ample suspension wheel travel is provided to maintain consistent ride quality, especially when the vehicle is loaded or towing a trailer.

Performance-oriented drivers in the U.S. will want the all-new performance suspension\* packaged with 20-inch tires and wheels on the Dodge Nitro SLT and standard on the Dodge Nitro R/T. Here the emphasis is on responsive, fun-

to-drive handling accompanied by a firm ride. This system features a revised sway bar, springs, shocks and bushings.

Dodge Nitro SXT and SLT feature a sport suspension that delivers responsive handling with a comfortable ride. This tuning offers a strong balance between ride comfort and nimble, confidence-inspiring handling. The sport suspension will appeal to a cross section of U.S. buyers looking for comfort and solid on-road performance.

Effort, feel and response on the Nitro's rack-and-pinion steering system are tuned for each available suspension and give the driver precise control and positive feedback from the steering force exerted by the tires. The steering linkage design also allows for a tighter turning circle.

### **Choice of Three Transmissions**

Three transmissions are offered on the Dodge Nitro in the U.S.: a six-speed manual transmission, a four-speed automatic and a five-speed automatic.

The six-speed manual transmission is standard on the Dodge Nitro SXT 4x2 and 4x4 models with the 3.7-liter V-6 engine. It provides optimal shift ability, improved quietness and high quality. For smooth operation, first and second gears have triple-cone synchronization, the third and fourth gears double-cone and the fifth and sixth gears single-cone. 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 low weight. The new first-gear ratios combined with six-speed step spread allows optimization of axle ratios for fuel economy and performance.

Transmission ratios for the six-speed manual are:

| <b>Gear</b> | <b>Transmission Ratio</b> |
|-------------|---------------------------|
| 1st         | 4.46                      |
| 2nd         | 2.61                      |
| 3rd         | 1.72                      |
| 4th         | 1.25                      |
| 5th         | 1.0                       |
| 6th         | 0.84                      |
| Reverse     | 4.06                      |

The four-speed automatic transmission is optional on the Dodge Nitro SXT and standard on the Dodge Nitro SLT 4x2 and 4x4 models. Line pressure within the transmission is based on demand for improved fuel efficiency.

Transmission ratios for the four-speed automatic are:

| <b>Gear</b> | <b>Transmission Ratio</b> |
|-------------|---------------------------|
| 1st         | 2.84                      |
| 2nd         | 1.57                      |
| 3rd         | 1.0                       |
| 4th         | 0.69                      |
| Reverse     | 2.21                      |

The five-speed automatic transmission is mated to the 4.0-liter V-6 engine in the Dodge Nitro R/T. The five-speed transmission features Electronic Range Select (ERS) driver interactive shift control. The shifter provides fully-automated shifting when in the Drive position, or the driver can manually select each gear by simply moving the shifter left and right from the Drive position. This gives the driver control to precisely match any on-road driving requirement.

Transmission ratios for the five-speed automatic are:

| Gear    | Transmission Ratio |
|---------|--------------------|
| 1st     | 3.59               |
| 2nd     | 2.19               |
| 3rd     | 1.41               |
| 4th     | 1.0                |
| 5th     | 0.83               |
| Reverse | 3.16               |

#### **Part-time and Full-time Four-wheel-drive Systems**

The Dodge Nitro 4x4 features a part-time and full-time four-wheel-drive system. A full-time four-wheel drive system\*, ideal for inclement weather or unpaved roads, will be standard on 4x4 vehicles equipped with automatic transmissions in the U.S. A part-time four-wheel drive system will be standard on 4x4 vehicles equipped with the manual transmission.

#### **Exceptional Braking Capability**

Four-wheel-disc, anti-lock brakes (ABS) are standard on the Dodge Nitro. The vehicle's larger rotors contribute to excellent stopping and handling capability. All-speed Traction Control is standard on the Dodge Nitro and is engineered to transfer torque from one wheel to another on the same axle when wheel slip conditions are detected.

Also standard on the Dodge Nitro is Electronic Stability Program (ESP), which aids the driver in maintaining vehicle directional stability in severe maneuvers on any type of surface. Using signals from sensors throughout the vehicle, ESP determines the appropriate brake and throttle adjustments.

#### **Solid Quality**

The 2007 Dodge Nitro was designed and engineered under the Chrysler Development System (CDS), the comprehensive, coordinated and disciplined product creation process that improves quality and speed-to-market while reducing costs and encouraging practical innovation in new products.

Emphasized on CDS are the systems engineering, design and up-front planning to avoid time-consuming and costly trial and error or changes during the latter phases of the product development cycle. With CDS, all product and process planning is completed and fully integrated before production tooling begins.

Extensive testing was conducted on Nitro pre-production models with countless hours of wind noise and aerodynamic evaluations, as well as many other related tests in the Chrysler Group's \$37.5-million state-of-the-art aerodynamic and acoustic test facility.

The Dodge Nitro saw the following as part of its quality check list of testing:

- Approximately 7.5 million customer equivalent miles were accumulated on prototype vehicles over the course of the vehicle development program. That testing included durability testing at Chrysler Group's proving ground facilities, reliability testing for domestic and international markets and development trips and engineering testing on-road
- Corrosion testing at the proving ground facilities in Michigan and Arizona under extreme temperatures. In addition, extreme temperature testing was conducted in the Chrysler Group Scientific Labs' Thermal Chambers simulating on-road conditions ranging from -20 Fahrenheit and to over 120 Fahrenheit

The Dodge Nitro program and its team of dedicated engineers have made the vehicle a strong statement in the company's goal of being among the best in quality. The Nitro is one in a series of vehicles at the Chrysler Group to meet all 12 levels of the Quality Gates process.

Quality Gates is a process that was adopted as part of the best-practice synergies produced by the DaimlerChrysler merger. Prior to the merger, Chrysler utilized the Chrysler Development System to ensure quality from the vehicle's sketch stage in Design, through concept and prototypes to testing and ultimately to production at the plant. However, the merger introduced the inclusion of the Quality Gates process, a system that requires a 12-step checks-and-balance review of the project at critical stages of development by senior management.

The 2007 Dodge Nitro will be produced at the Toledo (Ohio) North Assembly Plant.

\* Late availability

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