

Contact: Nick Cappa
Kristin Starnes

All-new 2011 Dodge Durango-Powertrain with Attitude

- All-new Pentastar V-6 engine features fuel economy with numbers fitting for the new Dodge Durango
- Pentastar features environmentally friendly design: lead-free engine, recyclable oil filter element with removable no-spill feature
- Available 360 horsepower 5.7-liter HEMI® V-8 with fuel-saver mode and variable-valve timing (VVT)
- Rear-wheel-drive performance, all-wheel-drive tractive capability and an available low-range transfer case deliver a variety of options to meet a variety of customer needs

November 14, 2010, Auburn Hills, Mich. -

The all-new Durango delivers intelligent powertrains that provide rear-wheel-drive performance and fuel economy. Engines available in the all-new 2011 Dodge Durango include the standard flex-fuel 3.6-liter Pentastar V-6 and the available 5.7-liter HEMI® V-8 - both engines feature variable-valve timing (VVT). All-wheel-drive systems are available with either engine.

"For the all-new Dodge Durango, we offer two different engines that complement the dynamics of the vehicle, while maintaining impressive efficiency," said Paolo Ferrero, Senior Vice President - Chrysler Powertrain, Chrysler Group LLC.

THE 3.6-LITER PENTASTAR V-6 ENGINE OFFERS FUEL EFFICIENCY AND PERFORMANCE

The 3.6-liter V-6 engine is an all-new design featuring double-overhead camshafts (DOHC) and a high-pressure die-cast aluminum cylinder block in a 60-degree configuration. Contributing to best-in-class towing for Durango, the V-6 engine delivers 290 horsepower (216 kW) at 6,400 rpm and 260 lb.-ft. (353 N•m) of torque at 4,800 rpm, providing customers a fuel economy improvement of more than 17 percent and a 27 percent increase in towing capability over the 4.7-liter V-8 available in the previous Durango. The EPA fuel economy miles per gallon (mpg) (City/Hwy) are 16/23 for rear-wheel-drive, 16/22 for all-wheel-drive models.

The 3.6-liter V-6 engine design features integrated exhaust manifolds, high-flow intake and exhaust ports, which in combination with VVT via dual independent cam phasing, allows 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, carrying power to the next shift.

The Pentastar V-6 was created using advanced computer-aided engineering techniques. Structural, intake and exhaust areas of the engine are designed to deliver low levels of overall sound. The result is a very quiet, refined engine in all applications and RPMs.

An environmentally-friendly oil filter system with optional integrated oil cooler is used to help protect the environment via incineration of the filter element rather than putting it in a landfill. The use of long-life spark plugs and a high-energy coil-on-plug ignition system also helps reduce cost of ownership.

THE 5.7-LITER HEMI V-8 ENGINE-LEGENDARY PERFORMANCE AND POWER

The all-new 2011 Dodge Durango is also available with the legendary 5.7-liter HEMI V-8 engine with fuel-saver system. The 5.7-liter delivers 360 horsepower (268 kW) and 390 lb.-ft. of torque (520 N•m) at 4,250 rpm and also features VVT, which delivers performance, 7,400 lbs. of towing capability, and fuel efficiency. The EPA fuel economy mpg (city/Hwy) are 14/20 for rear-wheel-drive models and 13/20 for all-wheel-drive models.

The engine's fuel-saver system alternates between smooth, four-cylinder mode when less power is needed and V-8 mode when more power is in demand. This increases fuel economy when V-8 power is not required, without sacrificing performance.

VVT technology also improves fuel economy in two ways. First, it reduces the engine's pumping work by closing the intake valve later. Second, it increases the expansion process of the combustion event. This allows more energy to be transferred to the wheels instead of being lost out of the exhaust port as heat. VVT improves engine breathing, which improves engine efficiency and power.

TWO TRANSMISSIONS DELIVER POWER TO THE WHEELS

Available with the all-new 3.6-liter V-6 engine is the proven W5A580 multi-speed automatic transmission. The W5A580 transmission includes Electronic Range Select (ERS) driver-interactive manual control and an electronically modulated torque converter clutch. A seamless all-wheel-drive system is available with the Pentastar V-6 for exceptional grip on slick surfaces.

The 5.7-liter HEMI V-8 engine is mated to the 545RFE multi-speed automatic transmission. The transmission includes three planetary gear sets, one over-running clutch with ERS driver interactive control and an electronically controlled torque converter clutch. Vehicles equipped with the HEMI V-8 and all-wheel-drive feature a two-speed transfer case for low-range capability.

ALL-WHEEL-DRIVE SYSTEMS PROVIDE EXCELLENT TRACTION

Rain or snow, the 2011 Dodge Durango features two available full-time all-wheel-drive systems (V-6 and V-8 versions) that contribute to impressive traction and Durango's performance capabilities. The drivelines provide smooth operation of the vehicle over a variety of road conditions. Where competitors have switched to car-based platforms, the HEMI-powered, all-wheel-drive Durango features a low-range transfer case with a neutral position. The low-range helps for light off-road recreation and to ease maneuvers while towing, such as pulling a boat out of the water from a high degree launch or backing up with a trailer attached. The neutral position in the transfer case allows the vehicle to be flat-towed without damaging powertrain components.

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