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The 2005 Dodge Durango: Maximum Space, Power and Comfort

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OVERVIEW

The 2005 Dodge Durango: Maximum Space, Power and Comfort

For 2005, Dodge Durango debuts the all-new Adventurer model, heated cloth seats—an industry first for SUVs—on all Durango models, an available full-screen navigation system and a new SXT package.

The new Dodge Durango Adventurer builds on the solid foundation of the Dodge Durango with a model designed for the outdoor enthusiast. New features include:

- Standard Thule™ rack with choice of six-rack systems or an Adventurer Accessory kit
- Satin Silver tubular side steps
- Reversible slush mats
- Rubberized, washable cargo liner with a built-in rear cargo organizer
- Unique machine-finished aluminum wheels

The Adventurer is further differentiated with unique badging, unique mineral gray side moldings with Satin Silver inserts, Satin Silver roof rack side rails and mineral gray painted front and rear fascias.

“The Dodge Durango Adventurer fine-tunes the overall Durango package for the active outdoorsman, yet still delivers the refinement, safety and interior room that the Durango is known for,” said Darryl Jackson, Vice President, Dodge Marketing. “With three rows of seats and HEMI® inside, Dodge has created one of the most sophisticated SUVs in the segment that is tough enough to tow 8,950 lbs. and hit the trails.”

The 2005 Dodge Durango has the interior room, towing and hauling capability of a large sport-utility vehicle (SUV), yet provides the fuel efficiency, performance and handling of smaller full-size SUVs. With its third-row seat folded and middle row up, the most common configuration of three-row seat SUVs—the Dodge Durango has more cargo room than Chevrolet Tahoe, Ford Expedition and Toyota Sequoia.

The 2005 Dodge Durango will be available in five trim levels: ST, SXT, SLT, Limited and a new Adventurer package. SLT and Limited models feature available unique two-tone leather interiors. The 2005 Durango also features available navigation radio. The new SXT package features roof side rails, neutral density gray bodyside moldings, running boards, a six-disc CD changer and available aluminum wheels.

DURANGO ENGINE LINEUP FEATURES POWERFUL STANDARD V-6 AND THE BIG HEMI MAGNUM V-8

For 2005, Dodge Durango offers a standard 210 horsepower (157 kW) 3.7-liter V-6 and the award-winning 5.7-liter HEMI Magnum V-8 as an optional powertrain. The 4.7-liter Magnum V-8 returns to round out an impressive powertrain lineup.

“With a powerful V-6 Magnum engine as standard, an optional 4.7-liter Magnum V-8 and with the class-leading HEMI Magnum V-8, Durango has a lineup of engines that are hard to match for versatility, power and capability,” said Jackson.

New for 2005 is EMCC (electronically modulated clutch control) on the 5.7-liter HEMI Magnum. With 335 horsepower (257 kW) at 5,200 rpm and 370 lb.-ft. of torque (509 N•m) at 4,200 rpm, Dodge Durango has ample power for towing and hauling.

The 2005 Dodge Durango is also available with the 230 horsepower (175 kW) at 4,600 rpm, 4.7-liter Magnum V-8 engine. The 4.7-liter Magnum is standard on four-wheel drive Dodge Durangos. With 290 lb.-ft. of torque (393 N•m) at 3,700 rpm, the 4.7-liter provides smooth and responsive performance and is mated to the 5-speed automatic transmission, the only transmission in its class with the reverse gear ratio equal to the low gear ratio.

The 5-speed also features a unique alternate second gear ratio for use in difficult towing and grade-climbing situations. New for 2005 are exhaust gas recirculation (EGR) and knock sensors for improved fuel efficiency on the 4.7-liter Magnum V-8. The 4.7-liter Magnum V-8 is available with optional all-wheel drive (NV244 transfer case), which provides traction and handling benefits with a 45/55 torque split front and rear.

Dodge Durangos with either the 4.7-liter Magnum or the 5.7-liter HEMI Magnum offer a "Tow/Haul" transmission feature that provides crisper shifts and reduces gear searching when towing by holding the lower gear longer. The system will also select a lower gear under downhill conditions to utilize the engine's braking capability.

The Dodge Durango standard powertrain is the 3.7-liter Magnum V-6 that develops 210 horsepower (157 kW) at 5,200 rpm and 235 lb.-ft. of torque (319 N•m) at 4,000 rpm.

MISSION ACCOMPLISHED: REFINED YET FUN TO DRIVE

The 2005 Dodge Durango features a refined and quiet ride, but with a handling edge not normally associated with sport-utility vehicles. A torsionally stiff hydroformed and stamped frame is linked to an independent front suspension with rack and pinion steering. Thanks to the consistency of the frame dynamics, the suspension and steering are finely tuned to deliver superior ride and improved steering feel. A traction control system and available full-time four-wheel drive improve Durango's on- and off-road capability.

"The Dodge Durango features a fully hydroformed frame and chassis that is unique to Durango," said Mike Donoughe, Vice President—Body-on-Frame Product Team. "With the Durango, we have taken many of the lessons learned on the design and construction of our new Dodge Ram pickup frames in the areas of hydroforming and suspension tuning. What we have delivered is an exceptional handling SUV that literally leaves the over-crowded look-alike SUV pack in our dust."

Durango's smooth ride is the result of a unique rear suspension with coil springs and a solid rear axle that delivers durability, payload and best-in-class towing capability. A Watt linkage system is fitted to the rear axle, centering the axle and reducing rear-end skate over rough surfaces. The result: a smooth ride and a best-in-class Gross Vehicle Weight Rating (GVWR) of 6,600 lbs. and towing capacity of 8,950 lbs.

"The Dodge Durango was designed with a purpose in mind, and the Dodge Durango delivers the utility, smooth ride and towing that our customers want," added Donoughe. "The Watt linkage design not only helps to improve the new Durango's ride, but it also allowed us to lower and widen the rear cargo floor, enabling Durango to carry a 48-inch sheet of plywood—an industry benchmark."

STYLISH INTERIOR BOASTS COMFORT AND CAPABILITY

The design philosophy behind the interior of the Dodge Durango was to create a simple, roomy and user-friendly interior with a functional and elegant interior. The 50/50 split third-row seat is now available on cloth seat-equipped Durangos for 2005. Also new for 2005 are industry-first-in-class available heated cloth seats.

Space, storage and driving position are paramount in an SUV. The Durango features a large and usable "fast food" bin at the base of the center stack for extra storage room, multiple cup holders and several power sources for phones and accessories.

The Dodge Durango's instrument panel cluster features a large, centrally located speedometer and white-faced gauges similar to other Dodge performance vehicles.

Limited models are available with an HVAC control panel and feature an Automatic Temperature Control (ATC) climate control system.

The ATC unit uses a dedicated microprocessor and an infrared sensor mounted in the overhead console to measure

the temperature of the driver and the cabin. The system measures ambient temperature and the engine cooling system, delaying the flow of air in cold conditions until warm air is available. The unit also has controls for the rear air conditioning system.

BIG INTERIOR ROOM

The 2005 Dodge Durango packages the type of generous interior space and abundant storage usually found on larger SUVs. The 2005 Dodge Durango has a class-leading 102.4 cu.-ft. of interior cargo volume in an SUV package that is smaller and offers better handling than the large SUV behemoths.

With an innovative split-folding third-row seat design, Durango improves flexibility without losing capability. Second-row rear seat passengers get their own climate controls and a DVD entertainment system. The second- and third-row seats feature ample leg, shoulder and hip room. Second-row seats also have a recline feature. The 2005 Durango is also available with a sun roof.

SUPERIOR CARGO CAPACITY

The 2005 Dodge Durango delivers best-in-class cargo capacity, offering a best-in-class 68.4 cu.-ft. of cargo room with the third-row seats folded. Durango easily surpasses other full-size SUVs, with more than a 20 cu.-ft. advantage over Ford Explorer, and also beats Chevrolet Tahoe and Ford Expedition.

With the third- and second-row seats folded, Dodge Durango's flat-load floor provides an enormous 102.4 cu.-ft. of cargo room. The distance between the wheelhouses in the rear cargo area has been increased by more than three inches to 48 inches, for added carrying capacity.

UConnect™ hands-free communications system with Bluetooth™ technology is also available. The system recognizes up to seven different Bluetooth-equipped cellular phones and responds to voice commands, utilizing a microphone in the rear-view mirror and the stereo system's speakers for hands-free conversations.

A nine-speaker, 384-watt Infinity® sound system with Ceramic Metal Matrix speakers and a subwoofer delivers booming sound for CDs and DVDs and is optional, as is SIRIUS® Satellite Digital Radio.

DURANGO SAFETY ADVANCEMENTS

The 2005 Dodge Durango features an advanced air bag system that includes dual-stage front air bags and an occupant-sensing system for the passenger-side front air bag. The Dodge Durango was awarded a Five Star/Five Star frontal impact rating by the National Highway Traffic Safety Administration (NHTSA). Other features available on the new Dodge Durango include side-curtain air bags for all three rows of seating, adjustable pedals and standard four-wheel disc ABS brakes.

All seats in the Durango feature three-point shoulder belts, including a center-mounted, three-point shoulder belt incorporated into the second-row seating area.

New onboard diagnostics can now detect a loose fuel cap, with a "Gas Cap" warning appearing on the odometer in the event the fuel cap is not tightly secured.

The Dodge Durango's hydroformed and fully boxed frame was designed to improve not only handling and accident avoidance, but excellent crash protection as well. Octagonal front frame rail tips with patented crush initiators are designed to consistently absorb frontal impacts. The bumper and frame height of the Dodge Durango were lowered for the 2004 model year, and are within the bumper height zone of passenger cars.

In addition to its excellent handling and steering capabilities, Dodge Durango features the largest brakes in its class and standard 17-inch wheels. The standard ABS braking system, shared with the larger Dodge Ram trucks, features disc brakes with 13.1-inch front rotors and 13.8-inch rear rotors. The braking system also features a twin-stage booster and electronic brakes distribution for better panic stops.

The 2005 Dodge Durango is built at the Newark Assembly Plant in Newark, Del.

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