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Segment Disruptor: All-new Dodge Hornet Shakes Up CUV Class with Segment-first Performance Features

- The 2023 Dodge Hornet swarms the segment with a lineup of class-exclusive and best-in-class dynamic performance features
- Class-exclusive, high-performance Koni® FSD shocks come standard on both the Dodge Hornet R/T and Hornet GT models, improving car control and ride comfort
- Class-exclusive Brembo four-piston front fixed brake calipers offer the only front fixed calipers in the class and come standard on the Hornet R/T
- Class-exclusive brake-by-wire Intelligent Braking System, standard on the Hornet R/T, delivers consistent performance, precise control and a natural pedal feel under a variety of driving conditions
- Class-exclusive available adaptive dual-stage-valve suspension allows for driver-customizable suspension damping while behind the wheel
- Best-in-class dynamic torque vectoring, standard on both the Hornet R/T and Hornet GT, provides torque management with electronic precision
- Best-in-class front and rear fully independent suspension, standard on the Hornet R/T and Hornet GT, features an optimized front MacPherson geometry and unique rear 3-link Chapman suspension
- Best-in-class body stiffness and weight distribution for the Dodge Hornet yields greater rigidity, resulting in more control and more driver confidence under cornering
- For complete information on Dodge and the brand's Never Lift plan, which provides a 24-month road map to Dodge's performance future, visit [Dodge.com](https://www.dodge.com) and [DodgeGarage.com](https://www.dodgegarage.com)

August 16, 2022, Auburn Hills, Mich. - The all-new Dodge Hornet arrives ready to disrupt the status quo of the mainstream CUV segment with a swarm of class-exclusive and best-in-class performance features that optimize driving dynamics such as suspension, braking, steering and handling.

The extensive menu of performance features isn't simply a list of claims. Dodge Hornet performance features brought to the mainstream pay real-world dividends: the vehicle delivers best-in-class maximum lateral g-force numbers of 0.90 for the Dodge Hornet R/T performance hybrid model, and 0.87 for the Dodge Hornet GT.

Koni® Frequency Selective Damping (FSD) Shocks

Class-exclusive, high-performance Koni® FSD shocks come standard on both the Hornet R/T and Hornet GT models, improving car control and ride comfort. The passive spring and bypass valve system delivers distinct frequency response, with full force for stiffer feel and control during low-frequency inputs such as cornering, and softer feel for high-frequency conditions, such as bumpy roads.

Brembo Brake Calipers

Brembo four-piston front fixed brake calipers for the Hornet bring another class-exclusive driving dynamics feature to the segment, offering the only front fixed calipers in the class. The cast aluminum self-ventilated discs, with larger solid discs at the rear, provide ultimate braking power and come standard with black calipers featuring the Dodge logo on the Hornet R/T. Red Brembo brake calipers with the Dodge logo are available as part of the Track Pack optional package for both the R/T and Hornet GT.

Intelligent Braking System

A class-exclusive Intelligent Braking System offers brake-by-wire as standard technology on the Hornet R/T. The streamlined braking system delivers consistent performance, precise control and a natural pedal feel under a variety of driving conditions and avoids heat-related system fading. The Intelligent Braking System reduces system weight by nine lbs. and regenerative braking integration reduces motor and pad wear and provides up to 0.2g deceleration on the highest setting.

Dual-stage-valve Suspension

Also class-exclusive for the all-new Hornet is an available adaptive dual-stage-valve suspension, which allows for driver-selectable suspension damping while behind the wheel. Dual-stage-valve suspension, featuring shock absorbers developed with performance partner Marelli®, is available with the Track Pack option for the Hornet R/T and Hornet GT.

The dual-stage-valve suspension's electronic bypass valve system enables two distinctive response profiles. In Sport mode, a stiffer suspension setting is dialed in to minimize body roll and improve cornering control, while in normal mode the suspension is smoother, with a softer, more compliant feel for improved ride quality and comfort.

Dynamic Torque Vectoring

The Dodge Hornet also brings buzz to the mainstream CUV segment with best-in-class dynamic torque vectoring, standard on both the Hornet R/T and Hornet GT, delivering torque management with electronic precision. When used with Sport Mode, the system acts as an electronic limited slip differential with the ability to deliver more traction. The result is more grip and control on slippery surfaces, enhanced stability through mid-corner acceleration and greater cornering speed and control, as well as neutralization of understeer.

Independent Suspension

Another best-in-class performance feature that comes standard on the both the Hornet R/T and Hornet GT is front and rear fully independent suspension. The suspension features an optimized front MacPherson geometry and unique rear 3-link Chapman suspension that allows the driver to corner harder, faster and with greater confidence.

Balanced Chassis

The Dodge Hornet flies on a best-in-class balanced chassis, with optimized body stiffness and balanced weight distribution. Enhanced body stiffness pays off with greater rigidity, resulting in more control and more driver confidence under cornering, and increased torsional and bending stiffness through the vehicle body. The architecture also minimizes cabin rattles and driveline vibrations. The weight distribution on the Hornet R/T provides optimal balance of masses on the all-wheel drive base to optimize torque delivery and handling, with a near perfect 52/48 weight distribution between the two axles.

The Hornet's steering system is also highly responsive, with precise control and connection to the road, and is optimized to the weight of the Hornet R/T and GT trims. The R/T boasts a direct steering ratio of 14.5, with the GT at a ratio of 13.6.

The all-new Dodge Hornet will be built at the Giambattista Vico Stellantis plant in Pomigliano d'Arco, Naples, Italy. The 2023 Dodge Hornet GT is open for orders and will begin arriving in dealer showrooms in early spring 2023, with the Dodge Hornet R/T scheduled to hit showrooms in late spring 2023.

Dodge//SRT

For 110 years, the Dodge brand has carried on the spirit of brothers John and Horace Dodge. Their influence continues today as Dodge, America's performance brand, shifts into high gear with a lineup that delivers unrivaled performance in each of the segments in which the brand competes while moving forward to a future that includes electrified muscle in the form of the next-generation, all-new Dodge Charger.

The next-generation Dodge Charger electrifies a legend, with the Charger retaining its title as the world's quickest and most powerful muscle car led by the all-new, all-electric 2024 Dodge Charger Daytona Scat Pack. The all-new Dodge Charger will also offer performance choices via multi-energy powertrain options including the 550-horsepower Dodge Charger SIXPACK H.O., powered by the 3.0L Twin Turbo Hurricane High Output engine.

Dodge also keeps its foot on the gas as a pure performance brand with the 710-horsepower Dodge Durango SRT

Hellcat, the most powerful SUV ever, and best-in-class standard performance in the compact utility vehicle segment with the Dodge Hornet.

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