

High-caliber Performance: with over 300 Horsepower, All-new Dodge Caliber SRT4 Poised to Dominate Sport-compact Market

- Tyre-smoking 223 kW (303 hp DIN) "hot hatch" with 352 Nm (260 lb.-ft.) of torque
- 0-100 km/h acceleration in approximately six seconds
- All-round performance of a true "tuner car" right from the manufacturer with full warranty
- Benchmark performance at the best price

September 27, 2006, Paris -

Chrysler Group's Street and Racing Technology (SRT) group takes its ultimate-performance reputation to new heights with the introduction of the all-new 223 kW (303 hp DIN) Dodge Caliber SRT4.

"The all-new Dodge Caliber SRT4 achieves the SRT mission of offering benchmark performance for the best price," said George Murphy, Senior Vice President – Global Marketing, Chrysler Group. "With over 300 horsepower under the hood, the Dodge Caliber SRT4 will dominate the sport-compact market."

Thanks to its true "tuner performance" right out of the box and a great price, enthusiasts in the USA immediately took to the original Neon-based Dodge SRT4, which was introduced in 2003 at the Los Angeles Auto Show. In the 2003-2005 model years, more than 25,000 Dodge SRT4s were sold.

"We couldn't wait to infuse Dodge Caliber with the SRT formula and bring it to a European and international audience," said Murphy. "The Dodge Caliber SRT4 delivers a strong dose of all-round performance while delivering more than 28 miles per gallon on the highway in U.S. tests. Our new SRT pocket rocket is going to be a hoot to drive."

For Europe and other markets outside North America, the Dodge Caliber SRT4 will be available beginning in late 2007.

Street and Racing Technology

Since its inception in 2002, SRT has introduced 12 extreme-performance vehicles, including the Viper-powered Dodge Ram SRT10 regular cab and Quad Cab™, Chrysler Crossfire SRT6 Coupe and Roadster, Chrysler 300C SRT8 saloon and Touring, Dodge Magnum SRT8, Dodge Charger SRT8, Dodge Viper SRT10 Coupe and Roadster and Jeep® Grand Cherokee SRT8.

Every SRT vehicle showcases five key aspects:

- Exterior styling that resonates with the brand image
- Race-inspired interiors
- World-class ride and handling characteristics across a dynamic range
- Benchmark braking
- Standout powertrains

Functional, Performance-oriented Exterior Design

Because there is only one chance to make a first impression, the all-new Dodge Caliber SRT4 makes the most of it with muscular exterior styling.

"From the very first sketches of the all-new Dodge Caliber SRT4, we wanted an aggressive, SRT-signature look," said Trevor Creed, Senior Vice President – Design. "For example, because the intercooler is positioned so high behind the front grille, we moved the fascia slightly forward and extended the walls of the grille. The result is a much more aggressive look than the standard Dodge Caliber."

An all-new front fascia below the signature Dodge crosshair grille incorporates functional performance features including ducts that direct air to cool the brakes and a wide centre inlet that provides air flow to the radiator. Fog lamps are also set into the fascia, alongside the brake ducts. The Dodge Caliber SRT4's bonnet incorporates a functional scoop that brings cooling air into the engine compartment and a pair of extractors that exhaust hot air.

"Exterior design that works as well as it looks is a requirement for all SRT vehicles," said Creed. "The hood design had to include the functionality of bringing cool air in and getting hot air out."

The lowest portion of the Dodge Caliber SRT4's fascia, which acts as an air dam to direct air around the front of the vehicle, wraps around to visually integrate with the radiussed wheel wells and lower side-sill mouldings.

The rear fascia continues the muscular, functional character of SRT vehicles, with lower vertical strakes that direct underbody air flow out the back of the vehicle, contributing to more stability at high speed. A single, 8.9cm (3.5 in.) exhaust tail pipe exits from the right side of the fascia.

Aerodynamic efficiency is also aided by an integrated spoiler above the rear tailgate glass, which incorporates the centre high-mounted stop light (CHMSL). This spoiler, which is nearly 60 per cent larger than that on the standard Dodge Caliber, is tuned for smoother air flow and to generate downforce while maximising the rear view.

Four exterior colours will be available on the all-new Dodge Caliber SRT4: Brilliant Black, Sunburst Orange, Bright Silver and Inferno Red.

Race-inspired Interior Appointments

In the "business office" of the five-door Dodge Caliber SRT4, a new interpretation of traditional SRT themes is carried out.

"The Dodge Caliber interior is unique with sophisticated and contemporary appointments," said Creed. "When we enhanced it with SRT cues, we followed design themes that had been successful with the previous Dodge SRT4, including the graphic design of the instruments, separate boost gauge, and silver finish on the centre stack and interior trim.

"Overall, our strategy was to infuse the interior with performance-oriented enhancements to complement the Dodge Caliber SRT4's aggressive exterior," Creed added.

Unique SRT touches include sport seating with pronounced bolstering and performance fabric inserts to hold occupants during spirited driving, and a leather-wrapped steering wheel with a "carbon fibre" pattern on the upper portion. The seats, steering wheel and leather gear-shift boot feature contrasting stitching. Also unique to the Dodge Caliber SRT4 is an "alloy silver" finish on the instrument panel and shift bezel, and bright aluminium pedal pads that feature rubber studs for enhanced grip.

The centre-stack-mounted gear shift lever includes a lift ring to engage reverse, unique to the Dodge Caliber SRT4, as well as a leather-finished shift knob.

The instrument panel features three gauge "tunnels" outfitted with performance-oriented instrumentation, including a tachometer, 260 km/h (160 mph) speedometer, and water-temperature and fuel gauges. A turbocharger boost gauge is located on the left side of the instrument panel (and on the right side of the instrument panel for right-hand-drive models).

For the enjoyment of audiophiles, the Dodge Caliber SRT4 is equipped with a standard AM-FM radio with a multi-disc CD changer. An available SRT/Kicker high-performance audio system boasts up to 13 speakers in seven locations, powered by a 322-watt amplifier and 100-watt subwoofer.

The interior upholstery and trim of the Dodge Caliber SRT4 is offered in Dark/Light Slate Gray.

World-class Ride and Handling

Another hallmark of SRT's balanced approach to performance is ride and handling characteristics that make a smooth transition from street to track.

The Dodge Caliber SRT4 rides on SRT-unique 19-inch cast aluminium wheels with 225/45R19 W-rated Goodyear tyres. Wheel hubs and bearings on all four corners are adapted from Chrysler Group mid-size cars for strength.

Upgrades to the standard Dodge Caliber's MacPherson strut front suspension include new suspension knuckles and tuned dampers with revised spring rates. Unique front and rear anti-roll bars keep body roll to a minimum during hard cornering.

The standard-fit Electronic Stability Programme (ESP) is uniquely calibrated for the Dodge Caliber SRT4 to provide excellent directional stability in all driving modes. In addition, stability is enhanced with a ride height 1.3cm (0.5 in.) lower than the standard Dodge Caliber.

Rack-and-pinion power steering is tuned to produce easier low-speed manoeuvring, without compromising performance at speed. The overall steering ratio is 16.6:1.

Benchmark Braking

Benchmark braking is another ingredient in SRT's performance recipe.

Although it is a C-segment car, the Dodge Caliber SRT4 benefits from braking-system components designed for much larger, heavier cars. For example, front brake callipers were sourced from a premium brake system developed for the Chrysler 300C, Dodge Magnum and Dodge Charger, while rear callipers were sourced from Chrysler Group mid-size cars. However, all are painted in signature Dodge SRT red. Vented brake rotors are 340x28mm in front and 302x10mm in the rear.

The anti-lock braking system (ABS) was uniquely calibrated for the Dodge Caliber SRT4's performance to maintain directional stability without wheel lockup.

Standout Powertrain

The five-door hot-hatch Dodge Caliber SRT4 is capable of a 0-100 km/h time in approximately six seconds. How is that possible?

The latest SRT model gets its motivation from an all-new World Engine produced at the Global Engine Manufacturing Alliance (GEMA) facility in Dundee, Mich. The World Engine is a family of fuel- and emissions-efficient aluminium four-cylinder petrol engines co-developed by DaimlerChrysler's Chrysler Group, Hyundai Motor Company and Mitsubishi Motors Corporation.

"The all-new 2.4-litre turbocharged World Engine delivers a level of power you'd expect from a V-8," said Pete Gladysz, Senior Manager – Powertrain, SRT. "With the engine in the all-new Dodge Caliber SRT4, we were able to take advantage of tried-and-true performance improvements, such as increased cylinder-head flow and higher compression ratio, as well as newer technologies such as Variable Valve Timing (VVT)."

To achieve its high-performance Dodge Caliber SRT4 configuration, the aluminium 2.4-litre World Engine block is specially machined for increased water and oil flow. Unique cast pistons travel within iron cylinder liners, and are cooled by oil squirters and affixed to forged connecting rods for high-revving reliability.

Tri-metal bearings are used for the connecting rods and crankshaft for high-performance durability. A unique oil pump/balance shaft module keeps the reciprocating assembly well-lubricated and running smoothly. An external cooler keeps oil temperatures within a safe range.

The aluminium cylinder heads are also a World Engine casting equipped with unique high-temperature exhaust valves. VVT uses computer mapping to open and close intake and exhaust valves at optimal points for efficient combustion and flow. The camshaft and micro-alloy steel crankshaft, shared with the non-turbocharged 2.4-litre World Engine, are fully capable of handling these high-horsepower loads.

Free-flow induction begins with an all-new air cleaner assembly that draws through an opening in a front chassis cross member for proximity to cool air. The air is then compressed in a TD04 turbocharger specially configured for the engine's inlet and outlet packaging requirements, and sent through an intercooler to a 57mm throttle body.

Fuel is provided by a high-flow pump feeding injectors developed specifically for the Dodge Caliber SRT4. An all-new engine management system designed by Siemens – the Global Powertrain Engine Controller – keeps the powerplant running at maximum efficiency and power.

On the exhaust side, spent gases exit through a free-flow system that features two catalytic converters – one

immediately downstream from the turbo, and another further along the 7.5cm (3 in.) single-pipe exhaust system. Using two catalytic converters in this way provides significantly better "light-off" for decreased emissions. As with the previous-generation Dodge SRT4, the exhaust is tuned for maximum performance while meeting U.S. federal, international and European noise regulations.

Power is transferred through a dual-mass flywheel to the six-speed manual transaxle. The dual-mass flywheel consists of two flywheels sandwiching internal springs that are specially tuned to reduce noise and vibration. The Getrag DMT-6 six-speed transaxle, equipped with a limited-slip differential for uniform side-to-side power transfer, is capable of handling up to 407 Nm (300 lb.-ft.) of torque.

Torque is sent to the Dodge Caliber SRT4's front wheels through equal-length halfshafts sourced from Chrysler Group mid-size cars for their larger size and power-handling capability.

Dodge Caliber SRT4 Safety and Security Features

Following are safety and security features in the all-new Dodge Caliber SRT4:

- Advanced multi-stage front air bags: offer enhanced protection for a range of occupants and are designed to identify the size of an occupant in the front passenger seat based primarily on weight
- Anti-lock braking system: equipped with electronic sensors that help prevent wheel lockup, the ABS system offers improved steering control under extreme braking and/or slippery conditions
- Auto-reverse sun roof: an advanced sensing system that automatically engages and reverses the sun roof to the open position if it senses an obstacle
- BeltAlert: sounds a periodic chime to alert the driver and all occupants to fasten their seat belts if they have not buckled-up
- Brake Assist: the vehicle senses a panic brake condition and applies maximum braking power, providing the shortest possible stopping distance
- Child seat anchor system (ISOFIX): this system helps ease the installation of compatible aftermarket child seats
- Constant Force Retractors (CFR): a mechanical device in each front seat belt is designed to mitigate the force of a seat belt according to the load or force exerted on it. CFRs are engineered to force-limit the belt system and gradually release seat-belt webbing in a controlled manner during a severe impact
- Electronic Stability Programme (ESP): aids the driver in maintaining vehicle directional stability, providing oversteer and understeer control to maintain vehicle behaviour
- Enhanced Accident Response System (EARS): in the event of an impact, this system makes it easier for emergency personnel to see and access occupants by automatically turning on interior lighting and unlocking doors after air bag deployment. The system also shuts off the flow of fuel to the engine
- Height-adjustable seat belts: allow passengers to lift and lower the shoulder belt to a comfortable level. Encourages seat belt usage by offering a more comfortable fit
- Knee bolsters: the steering column, lower instrument panel and the glove-box door are reinforced to protect unbelted occupants during frontal impacts. They both restrain and position the occupant properly and enable air bags to work effectively
- Remote keyless entry: locks and unlocks doors, and turns on interior lamps. If the vehicle is equipped with a vehicle-theft security alarm, the remote also arms and disarms that system
- Seat-belt Pretensioners: during a collision, impact sensors initiate front seat belt pretensioners to immediately remove slack from seat belts, which reduces the forward movement of an occupant's head and torso
- Sentry Key® Engine Immobiliser: utilises an engine key that has an embedded transponder with a pre-programmed security key code. If the correct key is not used, the engine will shut off after only a few seconds
- Supplemental side-curtain air bags: standard side-curtain air bags extend protection to front- and rear-seat outboard occupants. Each side air bag has its own impact sensor in order to autonomously trigger the air bag on the side where the side impact occurs
- Tyre Pressure Monitoring (TPM): this advanced system monitors tyre pressure and alerts the driver to improper tyre pressure conditions. Low pressure on any tyre illuminates the amber warning indicator in the instrument cluster

Street- and Track-tested Quality

The all-new Dodge Caliber SRT4 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 vehicles.

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

Dodge Caliber SRT4 development also encompasses actual conditions, both on the street and on the race track. To simulate real-world conditions, the Caliber SRT4 will have logged nearly 3.2 million customer-equivalent road kilometres (2 million miles) by the time vehicles begin appearing in dealerships.

To ensure its track-ready character, extensive durability testing of the Dodge Caliber SRT4 has been undertaken at the Firebird Raceway in Phoenix; Texas Motorsports Ranch in Fort Worth, Texas; and Nelson Ledges in Garrettsville, Ohio.

Process, Productivity Key to Manufacturing Excellence

The all-new Dodge Caliber SRT4 is built at the Chrysler Group's Belvidere (Illinois, USA) Assembly Plant on the same assembly line with the Dodge Caliber S, SE, SXT and R/T models.

Previously the home of the Dodge Neon, the plant recently underwent a multimillion-dollar upgrade to prepare for Caliber production. A new body shop and other upgrades are part of a total program investment of \$419 million that was announced in January 2005. The robotic body shop can build the Dodge Caliber SRT4, Caliber and potentially three other vehicles with no negative impact on production. Robots can make necessary tool changes automatically within cycle time, in about 45 seconds.

For Europe and other international markets, the Dodge Caliber SRT4 will be available beginning in late 2007.

Dodge Brand

Dodge sold more than 1.4 million vehicles worldwide in 2005. With a U.S. market share of 7 per cent, Dodge is the fifth-largest nameplate in the United States and the eighth-largest nameplate in the automotive industry. The Dodge global portfolio includes a range of cars, trucks, minivans and SUVs. In calendar year 2005, Dodge sold 10,772 units in limited markets outside North America, an increase of 19 per cent over 2004.

Dodge Caliber spearheaded the Dodge brand's expansion into volume markets outside North America in 2006, and it will be followed by the Dodge Nitro and the high-performance Dodge Caliber SRT4 in 2007. Strong Caliber sales continued in August as the vehicle marked its third full month of availability outside North America. A total of 6,900 Caliber units were sold in international markets through August, and the Caliber became the number two-selling model for the month of August (with 2,365 units).

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