

## **Five-Stars All Around for 2004 Chrysler Pacifica**

### Chrysler Pacifica earns highest U.S Government Crash Test Rating

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With safety and quality at the forefront of its design, the all-new 2004 Chrysler Pacifica has earned the highest rating - five-stars all around - from the National Highway Traffic Safety Administration (NHTSA) on its frontal and side impact crash tests.

"From its inception, Chrysler Pacifica was developed with thorough attention to safety, quality and refinement," said Mike Donoughe, Vice President - Family Vehicle Product Team. "The five-star rating is yet another example of the many attributes that will further enhance the image of the Chrysler brand and draw families to this compelling new vehicle."

Chrysler Group engineers used state-of-the-art computer technology to help define and optimize vehicle performance during the earliest stages of Chrysler Pacifica's development. This computer technology was used to anticipate how each component of the Chrysler Pacifica would work together during a crash test to absorb and reduce crash forces sent to passengers. Chrysler Group engineers refer to this use of advanced technology as "crash component choreography." Crash simulations were combined with real crash tests to enhance the safety performance of the Chrysler Pacifica.

Early in vehicle development, the all-new 2004 Chrysler Pacifica was assigned the internal code "The Protector."

"The Protector' is really about the driver and his or her responsibility for getting everybody home safely," said Donoughe. "Chrysler Pacifica provides the tools the driver needs to fulfill that role. The first-class seating position, cockpit-style controls, all-wheel-drive and sport-sedan handling help the driver avoid accidents. If a crash does occur, safety systems such as the three-row side curtain air bags help keep occupants safe."

Chrysler Pacifica is one of the world's first vehicles to offer side curtain air bags which cover all-three rows of occupants as standard equipment. The ceiling-mounted side curtain air bag deploys downward and provides full side window coverage. The air bag meets the voluntary standards set by the industry's Side Air Bag Technical Working Group. In addition, Chrysler Group engineers also used a "pole test," which mimics accidents such as hitting a telephone pole or tree, to evaluate the side air bag sensing system. These types of accidents may be severe because the crash forces are concentrated in a relatively small area of the vehicle.

Chrysler Pacifica also meets Chrysler engineers' strict criteria for handling and stability. The unique sports tourer package is designed with a wide track for optimal handling and stability. Although the Chrysler Pacifica is taller than most passenger cars, its suspension, steering and ride are calibrated to achieve sport sedan cornering and handling qualities. Additionally, knowledge was shared across the DaimlerChrysler family to ensure that the Chrysler Pacifica's rear suspension incorporated "best practices" in technology and design.

"Chrysler Pacifica's adoption of additional development testing with the DaimlerChrysler Driving Simulator in Berlin is one example of how we are taking advantage of resources across the DaimlerChrysler family," added Donoughe.

Chrysler Pacifica's advanced restraint system encompasses the seat belts, air bags and sensors to optimize occupant protection in the event of a crash. In addition to the side curtain air bags, Chrysler Pacifica provides the first Chrysler Group inflatable knee blocker. Located just below the steering column, the knee blocker helps to reduce potential leg injuries in a crash. It also aids in appropriately positioning the driver to get the full safety benefit of the restraint system.

Multi-stage driver and passenger air bags deploy at various levels based on the severity of the crash. Two charges on the air bag module are triggered separately. A minor impact will trigger a low-power deployment while a more severe impact will prompt a more high-powered deployment to optimize occupant protection. The sophisticated driver air bag

works in conjunction with the energy-absorbing steering wheel, patent-pending steering column and inflatable knee blocker to provide supplemental restraints in frontal impacts.

Seat belts are the first line of defense against injury in a crash. Chrysler Pacifica is equipped with front seat belt pretensioners and constant force retractors. Both are located within the seat belt retractor system and activated simultaneously with air bag deployment. Pretensioners tighten the seat belt to keep the occupant in place while constant force retractors minimize the load to reduce upper body injuries from the excessive force of the seat belt when it presses against the body.

"Loaded with safety and security features, Chrysler Pacifica was designed to give drivers and other occupants added peace of mind," said Donoughe. "All drivers want to safeguard their families on the road and Chrysler Pacifica assists in that mission."

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