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World-class Structural Stiffness Provides World-class Handling, Exceptional Interior Quietness and Improved Visibility and Crashworthiness

- All-new 2011 Dodge Charger's body structure delivers a solid ride with world-class handling dynamics
- Designed for quietness: rolled-framed doors, triple door seals and laser-brazed roof execution give Charger's four-door fastback coupe styling gap-free surfacing and contribute to interior quietness among the best in the E-segment
- Enhanced structure: extensive use of strategically engineered high-strength steels and transformation induced plasticity (TRIP) enables a highly rigid and energy-absorbing body structure
- Extensive use of advanced ultra high-strength steel enables thinner bodyside pillars, which deliver 15 percent improvement in outward visibility compared with the previous-generation Charger
- Aerodynamic efficiency: laser-brazed surface seams provide a cleaner, uninterrupted unibody sculpture that contributes to 0.29 Cd and a sleek design

November 14, 2010, Auburn Hills, Mich. - Engineered and executed to deliver world-class sport sedan characteristics, the all-new 2011 Dodge Charger features solid, stable and true "command-of-the-road" feeling, while delivering world-class structural stiffness, exceptional interior quietness, 15 percent improved visibility, and is capable of achieving high crashworthiness ratings.

"For the all-new Dodge Charger to have the strength to compete against the world's best sedans, we engineered a world-class body structure to maximize chassis performance, crashworthiness and outward visibility," said Scott Kunselman, Senior Vice President-Engineering, Chrysler Group LLC. "With its ultra-rigid body design, the Charger team tuned the fastback four-door coupe for an exceptional world-class driving experience without compromising interior quietness and ride comfort."

WORLD-CLASS STRUCTURAL RIGIDITY

The all-new 2011 Dodge Charger combines advanced steels, nylon composites and a new Dodge-tuned second-generation rear-wheel-drive E-segment architecture to deliver maximum grip and body control. With its world-class torsional strength, the seventh-generation Dodge Charger features tighter and stiffer characteristics for an added sense of confidence and control during higher speed maneuvers. In addition, the rear structure of the 2011 Dodge Charger was strengthened to ensure enhanced front-to-rear stiffness continuity.

ACOUSTICALLY TUNED INTERIOR CABIN

For a refined interior cabin customers won't want to leave, the all-new 2011 Dodge Charger features segment-leading quietness, quieter than the BMW 5-series.

Maximizing its unibody's structural design, Dodge Charger engineers were able to tune the cabin for sound quality (as well as sound level) by isolating powertrain, road and wind noise. In addition, Charger's unibody packages material and structural design improvements, including dual-pane acoustic windshield and front-door side glass, body-cavity silencing foam, under-flush rolled-framed doors with triple seals and acoustic wheel-well liners to absorb road noise and quiet the cabin. Combined, these design improvements place the all-new Dodge Charger's interior sound quality among the best in the E-segment.

ADVANCED MATERIALS AND ENGINEERING CRASHWORTHINESS

Thanks to the extensive use of advanced steels, composites and advanced computer-impact simulations, the all-new 2011 Dodge Charger is designed to be competitive in all aspects of crashworthiness with other E-segment vehicles

on the market. Designed and engineered for government regulations and third-party ratings around the world, the all-new Dodge Charger is capable of achieving results at the top of its class.

HIGH-STRENGTH AND ADVANCED HIGH-STRENGTH STEELS

More than 67 percent of the 2011 Dodge Charger's lower unibody structure and 53 percent of its upper unibody structure are stamped from stronger high-strength or advanced high-strength steels. Strategic use of advanced steels in the all-new 2011 Dodge Charger inspires confidence during high-performance driving, contributes to a world-class ride dynamic and provides passengers with exceptional protection.

Use of high-strength steel can be found in the Dodge Charger's center tunnel, body side, front-wheel housing structures and rails. With approximately twice the tensile strength of high-strength steel, advanced high-strength steel is applied to critical areas of the vehicle that require higher structural rigidity. These body areas include the Dodge Charger's seat cross members and upper-rear cross-car area behind the rear seats, which allow the vehicle to deliver higher cross-car rigidity.

WEIGHT REDUCTION THROUGH ULTRA HIGH-STRENGTH STEELS

Contributing to its world-class structural strength, the all-new 2011 Dodge Charger features hot-stamped ultra-high-strength steel in the A-pillars, bodyside doors, upper front-rail section and windshield header.

Delivering the tensile strength of advanced high-strength steel with thinner and lighter applications, Dodge Charger engineers were able to use ultra-high-strength steel to reduce pillar and door thickness without interrupting the sleek, fastback four-door coupe design. As a result, total outward visibility improved by 15 percent compared with the previous model, and the windshield header was positioned rearward 3 inches to make it easy for the driver to prepare to punch it when the stoplight changes from red to green.

ENERGY-ABSORBING DUAL-PHASE STEEL FOR IMPACT PROTECTION

Delivering twice the strength of high-strength steel with maximum energy absorption during an impact, dual-phase steel enables the all-new 2011 Dodge Charger to compete with the world's best with respect to crash test ratings. Thin, lightweight dual-phased steel is strategically engineered into the Dodge Charger's inner-front rails and engine box area for occupant protection.

TRANSFORMATION INDUCED PLASTICITY (TRIP) AND NYLON REINFORCEMENTS ADD STRENGTH, RIGIDITY

The all-new 2011 Dodge Charger features Chrysler Group's first application of advanced transformation induced plasticity (TRIP) steel in its upper unibody structure. TRIP enables the B-pillar, lower header and rocker areas to use thinner, lightweight steel.

Contributing to the all-new 2011 Dodge Charger's crash protection are strategically integrated nylon composite reinforcements in the upper unibody structure. Located in the Dodge Charger's upper header cavities and A- and B-pillars, these nylon-composite reinforcements strengthen Dodge Charger's crash performance.

LASER BRAZING FOR A SEAMLESS SURFACE

Helping to execute the all-new Dodge Charger's sculptural body lines and head-turning good looks is the use of laser brazing. This advanced manufacturing technique harmoniously creates a smooth roof panel and rail section to enhance the four-door fastback coupe's design. The result is a clean, uninterrupted unibody that makes Dodge Charger efficiently aerodynamic.

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