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2008 Chrysler Sebring Convertible Provides "Wow" Performance — Fun-to-Drive Quotient

- Three available engine options give Chrysler Sebring Convertible buyers exhilarating performance with excellent fuel efficiency and Flexible Fuel Vehicle (FFV) engine availability
- 3.5-liter engine with new six-speed automatic transaxle provides quick acceleration, quiet ride
- 2.4-liter four-cylinder World Engine delivers 29 mpg on the highway

March 29, 2007, Auburn Hills, Mich. - Everyday driving isn't always like a sunny Sunday drive in the country, but the all-new 2008 Chrysler Sebring Convertible, with a broad range of powertrains, a solid ride and electronic safety systems, sure makes it feel like one.

"The 2008 Chrysler Sebring Convertible is built on our all-new D-segment platform and offers a broad range of engine and transaxle options for drivers who are looking for a convertible that is both fun to drive and fuel efficient," said Larry Lyons, Vice President – Front-wheel-drive Product Team, Chrysler Group. "From the 173-horsepower 2.4-liter World Engine to the 235-horsepower 3.5-liter V-6 with a six-speed transaxle, this all-new Sebring Convertible is not only stunning to look at, it's also satisfying to drive."

The front-wheel-drive 2008 Chrysler Sebring Convertible features a four-wheel independent front suspension with MacPherson struts and a multi-link rear suspension. The rear suspension crossmember is isolated to the body to create a quiet ride, with less road noise vibration and harshness (NVH) than previous models.

Exhilarating Performance with Excellent Fuel Efficiency

2008 Chrysler Sebring Convertibles sold in the United States are available with three engine options: a fuel-efficient 2.4-liter four-cylinder World Engine, a 2.7-liter V-6 Flexible Fuel Vehicle (FFV) engine that can run on E-85 and an available 3.5-liter V-6 engine coupled with a new six-speed automatic transaxle with Auto Stick that provides impressive performance and makes this new convertible exceptionally fun to drive.

The 2008 Chrysler Sebring Convertible's standard 2.4-liter four-cylinder World Engine, with dual variable valve timing, rivals the best four-cylinder engines in the segment. This four-cylinder engine delivers fuel efficiency of 20 mpg in the city and 29 on the highway (23 mpg in the city and 31 mpg on the highway based on 2007 EPA standards), as well as smooth, quiet operation. Mated to a four-speed automatic transaxle, this 2.4-liter World Engine provides a 15 percent increase in horsepower (173 horsepower vs. 150 horsepower) and an 8 percent improvement in fuel economy compared with the four-cylinder engine it replaces.

An available flex-fuel 2.7-liter V-6 engine can operate effectively on any blend of gasoline and fuel-grade ethanol up to E-85. This engine option provides value- and performance-conscious consumers the power of a V-6 engine with a price that compares with the competition's four-cylinder engines. The Chrysler Sebring Convertible Touring model's standard 2.7-liter V-6 engine produces 189 horsepower and 191 lb.-ft. of torque, providing more low-end torque (at an rpm 850 lower) compared with the 2.7-liter engine it replaces. This 2.7-liter V-6 engine achieves 18 mpg in the city and 26 mpg on the highway (20 mpg in the city and 28 mpg on the highway based on 2007 EPA standards).

Chrysler Sebring Convertible Limited models sold in the United States feature a standard 3.5-liter V-6 engine that produces 235 horsepower and 232 lb.-ft. of torque coupled with a new six-speed automatic transaxle that comes standard with Auto Stick. The combination of the 3.5-liter V6 engine and six-speed automatic transaxle delivers excellent performance and fuel efficiency, as well as smooth, quiet operation. Sebring Convertible's 3.5-liter achieves 16 mpg in the city and 26 mpg on the highway (18 mpg in the city and 28 mpg on the highway based on 2007 EPA standards).

Chrysler Sebring Convertible also is available outside North America with a modern 2.0-liter turbo diesel engine that

produces 140 horsepower (DIN) and 229 lb.-ft. of torque, paired with a six-speed manual transaxle. The diesel engine, a first for the Chrysler Group in the global D-segment, delivers excellent overall performance and fuel economy.

New Six-speed Transaxle Provides Quick Acceleration, Quiet Ride

The 2008 Chrysler Sebring Convertible is one of the first Chrysler Group vehicles to offer a new six-speed automatic transaxle, which provides quicker standing-start acceleration than a four- or five-speed transaxle because of a numerically higher first gear ratio. A more robust differential with increased torque capacity enhances launch performance by requiring less torque management, electronically limiting the torque that is available during the initial stages of standing-start acceleration. Smaller steps between ratios also make for a smoother, quieter ride, as the engine speed doesn't change as often with each shift. In addition, more ratio choices, more appropriate ratios for quicker acceleration and a lower overall top gear ratio provide a quiet ride and improved fuel economy at highway speeds.

ABS and ESP Keep Sebring Convertible's Wheels on the Road

For the first time in the convertible segment, Chrysler Group is offering standard four-wheel disc anti-lock brakes (ABS) on all 2008 Chrysler Sebring Convertible models. Sebring Convertible's ABS system helps the driver keep the vehicle under control by preventing wheel lock-up when the driver brakes on slippery surfaces.

"Many of our customers will use their new Chrysler Sebring Convertible as their primary vehicle all year long, so we developed the vehicle with that in mind," said Jim Issner, Chief Engineer – Chrysler Sebring Convertible. "This new Sebring Convertible is more than capable of handling all the conditions drivers might encounter—from sunny days with the top down to snowy days when the roads are slick with ice."

The 2008 Chrysler Sebring Convertible also offers Electronic Stability Program (ESP) bundled with Brake Assist and Traction Control. ESP helps the driver maintain stability and does everything within the limits of vehicle traction to keep the car on course. ESP also helps maintain forward traction by constantly monitoring wheel speed sensor signals. If there is any indication of slippage, ESP engages, applying the brakes and, if necessary, closing the throttle to maintain traction. Sebring Convertible's ESP system works in slick driving conditions, including wet, snowy, icy, sandy or gravel roads, as well as on hot, dry pavement where a thin layer of oil can form, causing the surface to be slick.

Hydraulic Brake Assist and Traction Control are bundled with ESP and help Sebring Convertible drivers keep control of their vehicle. A pressure sensor in the ESP hydraulic module determines when the driver is making an emergency stop by measuring the rate at which the driver applies the brake. A high rate of pedal pressure application causes the ESP system to apply maximum hydraulic pressure to the brakes and the vehicle stops as quickly as the available traction will allow. Traction Control helps the Sebring Convertible maintain traction by applying the brakes and in some cases closing the throttle to minimize wheel spin during acceleration.

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