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All-New 2006 Dodge Viper SRT10 Coupe “Tops Off” Viper Lineup, Continues Viper Tradition of Power and Performance

- 500/500/500 cubic inches, horsepower and torque on tap — with a top
- SRT Performance: 0-60 mph in less than 4 seconds, 60-0 mph braking in less than 100 feet, 0-100-0 mph in low 12 seconds
- Hardtop 2006 Dodge Viper SRT10 offers racing, autocross enthusiasts new alternative

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The Dodge Viper legend began with the 1992 Dodge Viper RT/10 Convertible and grew with the introduction in 1996 of the Dodge Viper GTS Coupe.

History is repeating itself.

When the third-generation Dodge Viper made its debut in 2003, it did so in the form of a convertible. For 2006, the Dodge Viper SRT10 debuts in all-new Coupe form — to the acclaim of “Viper Nation,” the community of die-hard Viper owners around the world.

“Demand for a Dodge Viper Coupe started the day we introduced the Dodge Viper SRT10 Convertible in 2003,” said Dan Knott, Director — Street and Racing Technology (SRT), Chrysler Group. “The all-new 2006 Dodge Viper SRT10 Coupe is a natural evolution of the heritage of the Dodge Viper and gives enthusiasts exactly what they’re looking for in the ultimate American sports car.

“Dodge Viper SRT10 owners want to go beyond the level of the regular enthusiast, to the level of outrageous performance,” added Knott. “Our all-new 2006 Dodge Viper SRT10 Coupe gives our customers outrageous performance in a stunning new package.”

With an 8.3-liter 510-horsepower V-10 engine contributing to blistering acceleration (0-60 mph in less than 4 seconds, 0-100-0 mph in the low 12 seconds), and a bold appearance marked by Dodge’s signature crosshair grille design, deep-cut side scallops, swept-back fenders and lowered hood lines, the Dodge Viper SRT10 Convertible had no equal. Until now.

2006 Dodge Viper SRT10 Coupe Exterior

The exterior design of the all-new 2006 Dodge Viper SRT10 Coupe, with its “double-bubble” roof and dramatic, unique rear styling with wraparound taillamps reminiscent of the Viper GTS Coupe, is what sets it apart from its Convertible sibling — and connects it to the Dodge Viper heritage.

“It was important to sustain raw Viper emotion in the design,” said Trevor Creed, Senior Vice President — Design.

“We wanted the 2006 Dodge Viper SRT10 Coupe design to include a nod to the original Viper GTS Coupe, but in a contemporary way.

“The Dodge Viper SRT10 Coupe owner is often a racer, and the car has to scream that, even when it’s idling at the stoplight,” Creed added. “The bottom line is that the all-new Dodge Viper SRT10 Coupe’s design says a lot about its unique character, and the car’s performance is the payoff.”

In many cases, a convertible is derived from a coupe. After the coupe’s top is removed, structural reinforcements must be added to regain torsional stiffness lost with the deletion of the roof structure.

In the case of the 2006 Dodge Viper SRT10 Coupe, the starting point was the Dodge Viper SRT10 Convertible, which

has a stout structure to begin with. With the addition of the roof structure, the Viper SRT10 Coupe becomes even more torsionally rigid than the Convertible.

From an aerodynamic standpoint, the all-new 2006 Dodge Viper SRT10 Coupe is designed for increased downforce and high-speed stability, with a sloping roofline and deck lid spoiler.

In addition to the new canopy and deck lid, the 2006 Dodge Viper SRT10 Coupe has a special windshield surround, door side glass, rear fascia, quarter panels and taillamps. The only bodywork that the Dodge Viper SRT10 Coupe shares with the Convertible is front fascia and fenders, hood and doors.

The deck lid for the Dodge Viper SRT10 Coupe was designed for customer convenience as well as structural integrity. Its opening is deeply integrated into the rear fascia, which offers a low lift-over height for stowing cargo.

The 2006 Dodge Viper SRT10 Coupe design also took some of its cues from Dodge Viper's heritage. For example, the Center High-Mounted Stop Light (CHMSL) on the deck lid, although all-new for 2006, looks similar to the "snake-head" design on the Viper GTS of 1996-2002.

The 2006 Dodge Viper SRT10 Coupe will be available initially in Viper Blue with twin Stone White racing stripes, harkening back to one of the most popular Vipers ever, the 1996 Dodge Viper GTS.

2006 Dodge Viper SRT10 Coupe Interior

The form-follows-function strategy continues inside the all-new 2006 Dodge Viper SRT10 Coupe.

"For helmet clearance, we brought back the 'double-bubble' roofline from the original Dodge Viper GTS," said Creed. "In fact, we began the process by utilizing a mannequin wearing a helmet to determine the height and shape of the roof."

Another functional interior feature for owners who will take their 2006 Dodge Viper SRT10 Coupe racing is the roof and headliner structure that offers room to accommodate a safety cage, while maintaining as much headroom as possible.

Dodge Viper SRT10 Coupe-unique interior pieces also include various weatherstrip pieces, headliner, carpet and trim panels.

A result of the 2006 Dodge Viper SRT10 Coupe's configuration is more usable trunk space — 4 cubic feet more than the Viper SRT10 Convertible, for a total of 6.25 cubic feet.

2006 Dodge Viper SRT10 Coupe Powertrain

Magic numbers for the Dodge Viper SRT10 Coupe are 500/500/500 — representing 510 horsepower, 525 lb.-ft. of torque and 505 cubic inches of displacement.

An aluminum-block 8.3-liter (505 cu. in.) V-10 engine powers the 2006 Viper SRT10 Coupe, generating 510 horsepower (380 kW) and 535 lb.-ft. (725 N•m) of torque. Ninety percent of the torque is available to the driver across a wide band — the 1,500 - 5,600 rpm range.

Transferring the Dodge Viper SRT10 Coupe's power to the rear wheels is a heavy-duty six-speed manual transmission.

2006 Dodge Viper SRT10 Coupe Braking

Dodge Viper SRT10 Coupe braking power is defined by Brembo 44/40 dual-opposing piston calipers in the front and Brembo 42/38 dual-opposing calipers in the rear, gripping four 14-inch rotors. An anti-lock braking system (ABS) prevents lockup during hard braking.

This system results in a world-class braking performance of 60-0 mph in less than 100 feet, and completion of SRT's signature 0-100-0 mph test in the low 12 seconds.

2006 Dodge Viper SRT10 Coupe Ride and Handling

Ride and handling characteristics for the 2006 Dodge Viper SRT10 Coupe are derived from a race-bred, four-wheel independent suspension featuring lightweight, high-performance aluminum control arms and knuckles, damped by lightweight coil-over shock absorbers. Power is delivered to the pavement via a Dana 44-4 Hydra-Lok speed-sensing limited-slip differential.

The 2006 Dodge Viper SRT10 Coupe rides on unique, forged aluminum wheels — 18" x 10" front and 19" x 13" in the rear. Each is clad with a Michelin zero-pressure run-flat tire, and each tire includes a low-pressure sensor in the valve stem. Two optional wheels will be available — an "H-spoke" wheel and a five-spoke wheel.

The all-new 2006 Dodge Viper SRT10 Coupe will be available in Dodge dealerships in the fall of 2005.

Safety and Security Features

Following are safety and security features in the all-new 2006 Dodge Viper SRT10 Coupe:

- Advanced Multi-stage Air Bag System — This system offers enhanced protection for a range of occupants and is designed to identify the size of an occupant in the front passenger seat based primarily on weight
- Anti-lock Brake System — Equipped with electronic sensors that help prevent wheel lockup, the ABS system offers improved steering control under extreme braking and/or slippery conditions
- 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
- Power-adjustable Pedals — Allows brake, accelerator and clutch pedals to move toward or away from the driver. This helps the driver achieve a safe and comfortable seating position for improved vehicle control
- Remote Keyless Entry — The 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
- Three-Point Seat Belts With Pretensioners — During a collision, impact sensors initiate front seat belt pretensioners to immediately remove slack from seat belts, which reduces forward movement of the occupant's head and torso
- Tire Pressure Monitoring (TPM) System — This advanced system monitors tire pressure and alerts the driver to improper tire pressure conditions. Low pressure on any tire illuminates an amber warning indicator in the instrument cluster

The Dodge Viper SRT10 is hand-built at the [Conner Avenue Assembly Plant](#) in Detroit.

Dodge Brand

With a U.S. market share of approximately seven percent, Dodge is Chrysler Group's best-selling brand and the fifth-largest nameplate in the U.S. and the eighth-largest nameplate in the automotive industry. In 2004, Dodge sold more than 1.4 million vehicles in the global market. Dodge continues to lead the minivan market segment with a 20 percent U.S. market share and maintains an 18 percent share of the highly competitive truck market. In the car market, Dodge has a 4.5 percent market share. In 2006, Dodge will enter key European volume segments.

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