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All-new 2017 Chrysler Pacifica Engineered for Unparalleled Ride and Handling, Functionality and Versatility

- Built on all-new platform, all-new Chrysler Pacifica minivan delivers ride and handling capabilities on par with high-end premium sedans
- Best-in-class ride and handling for premium on-road performance and agility
- Best-in-class interior space/volume
- Best-in-class aerodynamic performance/efficiency
- “Vault-like” interior environment with low levels of wind noise, road noise, and related vibration/harshness characteristics
- Unmatched versatility begins with redesigned Stow ‘n Go seating and storage system, which is easier than ever to use with the innovative Stow ‘n Go Assist
- New Stow ‘n Vac system offers most powerful vacuum in segment for quick and easy cleaning
- Industry-first handsfree sliding doors and liftgate offer unparalleled customer convenience
- Segment-first tri-pane panoramic sunroof extends sunroof experience to third-row passengers
- Standard Active Noise Cancellation further heightens interior cabin environment

January 11, 2016, Auburn Hills, Mich. - The engineering goal was clear from the outset. As the original inventor of the minivan, FCA US engineers were charged to develop an all-out, no excuses new minivan on their new architecture.

The result: the all-new 2017 Chrysler Pacifica is executed to be the preeminent entry in its class with an unprecedented level of functionality, versatility, technology and style.

New architecture

Tuned and calibrated on rural roads, thoroughfares, highways and validation facilities, the 2017 Chrysler Pacifica is engineered to deliver the ride, feel and comfort of a premium vehicle offering with precision-tuned handling and exceptional over-the-road comfort qualities.

Constructed on an all-new platform, Chrysler Pacifica will deliver ride and handling capabilities that not only exceed its primary competitors, but are on par with high-end premium sedans.

Lighter by approximately 250 pounds (model to model), stiffer and more aerodynamic than the outgoing model, Pacifica is noticeably more responsive with lower levels of body roll and enhanced agility to absorb and distribute road inputs, while serving its primary purpose of effectively moving people and cargo in a pleasing and refined manner.

Light and stiff body structure

The 2017 Chrysler Pacifica features a light yet stiff unibody structure based on the all-new FCA vehicle architecture developed specifically for the minivan global front-drive E-segment. The upper body and frame are engineered as a single unit, enabling a more mass-efficient and stiffer structure. Unibody structures bring a superior foundation for achieving large premium sedan-like performance and agility.

Much of that credit belongs to the extensive use of advanced, hot-stamped/high-strength steels, application of structural adhesives where necessary and an intense focus on mass optimization. The Pacifica utilizes approximately 22 percent more high-strength steel than its predecessor, of which 48 percent is advanced high-strength steel for maximizing stiffness and strength while optimizing weight efficiency – the first FCA US sliding door offering to blend advanced high-strength steels and material mass optimization to this extent.

Enhanced chassis-to-body structure interfaces, such as suspension brackets and cradle attachments, are designed to ensure high stiffness at those points, thus abating low-frequency noise into the cabin while ensuring overall dynamic agility.

An optimally sized cross-vehicle instrument panel beam constructed of magnesium enables the stiffest and lightest structure possible, while the liftgate, constructed of magnesium (inner structure) and aluminum, represents the first high-volume application of its kind in the industry, and is an exclusive in the Pacifica's competitive set.

The overall result is a combination of solidity, stiffness, and mass efficiency, which minimizes noise and vibration; enables refined chassis tuning; and provides occupants a sense of security and stability.

Extensive use of aluminum components combined with weight-optimized, thin-gauged, high-strength materials, enables truer chassis component tuning; quicker and "more exact" reaction to vehicle inputs (e.g. nimbleness and agility); and enhanced overall dynamic performance.

Specific components that contribute to the lightweight system include:

- Thin-gauged front suspension cradle constructed of high-strength steel with "lightening holes" (e.g. "non-contributing" material was removed) on all models, as well as hydroformed front cradle side rails that enable a weight savings
- Hollow front strut rods
- Front forged aluminum lower control arms and bracket
- Front and rear cast aluminum knuckles
- Aluminum engine brackets
- A front tubular stabilizer bar
- An aluminum extruded steering gear cross member that mounts on the front cradle to hold the electric power steering unit
- Absence of a rear stabilizer bar, enabled by "rebound springs" inside the rear shocks that ensure side-to-side ability
- Thin-gauged steel trailing arms in the rear suspension enabled by a "blade-style" design that ensures strength and durability without mass
- Aluminum rear upper shock mounts

Front suspension

The front suspension is a MacPherson strut layout – renowned for its packaging efficiency and lightweight characteristics. The geometry and damping characteristics have been tuned to minimize camber loss for a more responsive steering, handling and increased maximum vehicle lateral acceleration.

The use of aluminum alloys for the knuckles, lower control arms and relating brackets; the use of tubular stabilizer bars; and the use of high-strength steels for the suspension linkages and the optimization of structural components have made it possible to contain the total weight of the suspension. This is also known as "un-sprung weight" and chassis engineers strive to minimize it, since reducing it has a direct correlation to improved vehicle handing, ride quality and reduced road noise.

The front suspension cradle provides yet another critical benefit: it becomes a third load path, significantly contributing to energy absorption during a frontal impact and considerably improving passive safety performance.

The considerable stiffness and low weight of the front cradle provide high resonant frequencies ensuring insulation between the road and passenger compartment and result in a reduction in typical rolling noise.

Another significant benefit to the design of the front suspension cradle is its flat-bottomed geometry, which allows excellent integration with the vehicle belly pans and actively contributes to improve the aerodynamic performance of the lower part of the vehicle.

The main front suspension components consist of the following:

- **Thin-gauged, full-perimeter front cradle constructed of high-strength steel,** which delivers reduced mass while providing front vehicle stiffness for precision handling characteristics
- **Hydro-formed side rails in the front cradle** are octagonal and splayed in shaped for reduced mass with added strength. The front cradle's side rails are strong enough to absorb and distribute loads in the event of an impact
- **Six-point solid mounted front cradle-to-body mounting system** (most configurations are four-points) connects the front cradle to the body rails for exceptional front body stiffness and enhanced handling
- **One-piece, forged cast aluminum lower control arms, knuckles and brackets** for enhanced durability and mass optimization
- **Large bushings on the lower control arm attachments to the cradle (hydraulic and rubber)** help damp ride and absorb "motion transfer" into the vehicle. The bushings are also designed for long-lasting brake judder performance over the life of the vehicle
- **Aluminum extruded steering gear cross member** for mass reduction
- **Direct-acting tubular stabilizer bars** optimize the exchange of forces between the suspension and body and filter out vibrations with reduced mass, further improving ride quality
- **Twin tube struts** with high lateral stiffness contribute to improved ride quality
- **Hollow strut rods and rebound springs within the struts** reduce mass and deliver enhanced side-to-side balance
- **Side load coil springs** optimize the thrust axis and contain transverse loads on the strut for improved comfort; the adoption of high-strength springs has made it possible to minimize weight – a ride and fuel economy benefit
- **Spring isolators** interposed between the springs and their support bases eliminate any running noise, a key enabler to enhanced customer satisfaction and perceived vehicle quality
- **Solid half-shafts** throughout the range help reduce weight and correctly reduce vibration. This enhances customer comfort and improves perceived quality

Front suspension cradle

The full-perimeter front suspension cradle serves as the attachment point for the front lower control arms, lower load path beams, steering gear, front stabilizer bar and aero shield, which is in turn solidly bolted to the front body structure. For FCA engineers, the front suspension cradle provided an opportunity to further improve on what customers expect from their vehicle in any segment: better fuel economy, more nimble ride and handling and top-notch safety. With the Pacifica's front suspension cradle, engineers delivered on all three.

Focus on every ounce resulted in the front suspension cradle being made of thin-gauged high-strength steels that resulted in a significant weight improvement when compared to more conventional front cradle applications.

The Pacifica's front suspension cradle is also stiff, which helps avoid the transmission of noise, vibration and harshness to the passenger compartment, further contributing to a quiet interior environment.

The cradle was also meticulously designed to deform in a controlled manner during frontal impacts, thereby contributing to crash energy management.

Independent rear suspension

The twist blade independent rear suspension allowed chassis engineers to provide Pacifica drivers the best of two worlds: the handling capability approaching that of a premium sports sedan with the smoother ride of a large luxury sedan.

The main rear suspension components consist of the following:

- **Steel four-point isolated rear cradle** with optimized weight/stiffness ratio to improve reaction to lateral

loads and consequently improve handling performance
- **Twin tube shocks with integrated rebound springs** – a premium refinement in the Pacifica's segment – ensure side-to-side rear stability without the need of a stabilizer bar and related mass
- **Blade configured rear trailing arm linkages** constructed of thin-gauge, high-strength steel that enables required packaging space while reducing mass and delivering stiffness/strength
- **Unique dual bushing configuration packaged within the trailing arms** – double bushing configuration decouples vertical rates for steering from fore/aft compliance for ride comfort
- **Cast aluminum rear knuckles and shock mounts** for mass reduction and rear tuning qualities

Rear suspension cradle
The isolated rear suspension cradle is a stamped thin-gauged steel clamshell construction design with "lightening holes" for mass reduction. Its "full-perimeter" cradle with rubber isolators enables enhanced ride and handling control, as well as exceptional safety and durability performance.

Powertrain mounting
A pendulum mounting system supports both the engine and transmission assemblies with hydraulic-elastic mounts attached to the engine and transmission, and a torque control elastomeric mount bridging to the front suspension cross member.

Hydraulic-elastic mounts support the powertrain on the right side to provide noise and vibration isolation and reduce shake due to bumps in the road.

The hydraulic-elastic mount dampens the low-frequency, high-amplitude motion of the powertrain that occurs when the vehicle hits a bump in the road. The "hydraulic" portion of the mount is tuned to dampen out the engine oscillations thereby reducing annoying after-shake due to road input.

The mounts are attached to the body rails, providing isolation of the passenger compartment from powertrain noise and vibration. A decoupler in the hydraulic portion of right mount allows it to provide simultaneous damping of ride motions and isolation of engine vibrations.

High stiffness of the die-cast aluminum mounting brackets ensures that the mounts can effectively isolate the passenger compartment from powertrain vibrations.

Class-leading aerodynamic performance
Following 1.2 million CPU hours for CFD development and more than 400 hours of testing in the wind tunnel, the 2017 Chrysler Pacifica features industry-leading aerodynamics.

Co-efficient of drag (Cd) is .300, a rating that is best among its primary competitors and contributes to Pacifica's exceptional fuel efficiency.

Exterior aero performance highlights include:

- Active shutter system automatically closes airflow through the lower intake opening when air intake is least needed, reducing drag on average of 10 percent. The all-new Pacifica is the first minivan offering equipped with the active shutter system. When closed, the shutter system enhances aero-performance by redirecting airflow around the front of the vehicle and down the sides, rather than through it. Whether the shutter is open or closed is based on engine coolant temperature and vehicle speed – for example, the system will open when the vehicle is traveling up a hill, pulling a trailer, or in hot city driving. The shutter system will be closed at highway speeds when less engine cooling is required, and aerodynamic drag is most significant
- Steeper and more swept windshield angle effectively channels air off the front portion of the upper canopy
- Aero-optimized front end and forward corners for smooth airflow above, below, and around the vehicle without compromising styling or engine cooling requirements
- Aero-shaped mirrors represent a significant aerodynamic win considering the amount of air transferred to the area as a result of the active shutter system

- Optimized rear notch angle – defined by the top of the relationship of the upper trailing edge of the decklid to the rear bumper – and rear fascia shape delivers a more refined appearance, reduced air turbulence, and a clean rear air wake
- Aero-designed sill claddings (also aesthetic “blister” elements that play with light while ensuring an organic surface appeal) that channel air away from the lower portion of the vehicle and enable airflow distribution around and away from the wheel openings
- Liftgate-integrated spoiler carries an optimized trailing edge shape for cleaner airflow separation in the rear portion for improved “air wake”
- Distinguishable roof taper that not only contributes to the Pacifica’s sophisticated aesthetics, but effectively channels air to the rear spoiler for enhanced aero performance
- Flat-surfaced, rear angled D-pillar design that incorporates an offset edge to the rear window and relating appliqué for undisturbed exit of air off the rear upper corners of the vehicle
- Front-fascia close-out panel prevents air from channeling into the engine compartment and related “air swirl” characteristics in the front structure of the vehicle
- Engine shield directs air downward, preventing air from channeling and rotating in the engine compartment
- Sill-mounted tire spats positioned forward of the front wheels essentially act as miniature air dams, kicking air away from the spinning elements and reducing drag in the process
- Driver and passenger side mid-floor belly panels are approximately 7.5 feet in length and positioned on either side of the center tunnel (applied on Touring models and above)
- Rear suspension shield positioned over the rear axle that deflects air downward for a clean exit through the back of the vehicle
- Rear air diffuser panel (located at what is traditionally the rear differential location) channels air between the rear wheels
- While the grille grates (upper and lower) have been stylized to convey Chrysler brand cues, they’ve also been optimized to ensure minimal air “swoosh”
- Wiper blades are optimally positioned to ensure better aerodynamics and enhanced downward visibility
- Hood seal closes off the front line of the closure to ensure air turbulence (and related audible events) is virtually eliminated

Power steering

The Pacifica features an electric power steering (EPS) system providing power assist via an electric motor system. This improves fuel economy, since there is no parasitic loss from a power steering pump; reduces steering system-generated noise and allows optimal tuning of feedback to the driver.

The boost or assist is variable and speed sensitive, responding to sensors monitoring steering torque, steering wheel speed and angle, and vehicle speed. The steering system is fully integrated with the vehicle’s electronic stability control system and helps to compensate in split-traction, torque steer, and pull-drift (crowned road) situations.

Steering system highlights include:

- Steering ratio of 16.2:1 is common for gasoline-powered and hybrid models
- New generation of electric dual pinion steering, which guarantees significant savings in fuel consumption (up to 3 percent less than a conventional hydraulic system); high performance for managing significant loads at all steering wheel operating speeds (for sporty handling); power assist curves modulated according to driving conditions; and interaction of steering system with vehicle dynamics
- Turning circle of 39.7 feet for all models
- Designed to guarantee the best performance for the driver during sporty driving together with excellent handling and limited effort during parking maneuvers

Brake system

Four-wheel disc brakes with four-wheel antilock braking system (ABS) and traction control system (TCS) are standard on the 2017 Chrysler Pacifica and deliver confident performance with superior noise, vibration and harshness characteristics.

Standard brake and chassis control features include:

- Vented front rotors accentuate the Pacifica's performance character by helping dissipate braking-related heat, improving braking performance
- Solid rear disc brakes improve braking performance with less noise, enhanced pedal feel, reduced stopping distance and less weight
- Brake linings are tuned and optimized to deliver long-term performance and consistent, smooth brake feel
- Brake booster and pedal ratio refinements – in combination with the linings – also contribute to enhanced brake pedal feel in terms of travel, linearity, and required force in deceleration events at higher speeds
- Front calipers have two 51-mm diameter pistons
- Rear calipers have single 45-mm diameter pistons, and incorporate an electric park brake to further reduce weight with an integrated park brake function to further reduce weight and improve parking performance
- For optimal braking performance – and a higher level of security and peace of mind – the Pacifica features a four-channel ABS that monitors the speed of each wheel individually. The four-channel system allows individual wheel braking for superior control and provides backup braking, should one of the two braking circuits fail. The ABS software utilizes a steering wheel angle sensor that allows the system to differentiate between straight-line braking and braking in a turn. As a result, the Pacifica delivers exceptional straight-line braking with minimal yaw
- Electronic brake-force distribution regulates braking pressure front-to-rear to optimize stopping distances and control under all vehicle-loading conditions
- Full-function traction control system (TCS) is integrated with ABS, and is an all-speed, four-channel system. It combines both engine torque and brake control to regulate wheel spin at all driving speeds for maximum driver control – regardless of conditions. When the system senses impending wheel slip during acceleration, it signals the throttle control to reduce drive wheel torque. Under extreme situations, such as going from pavement to ice during acceleration, the system will selectively apply the brakes to maintain control. The system can be partially turned off via a button located in the center stack

Best-in-class interior space
With the improved design and aerodynamics of the all-new Chrysler Pacifica, the interior spaciousness of the vehicle was not compromised.

In fact, the Pacifica has the longest wheelbase amongst its primary competitors and the widest combination of vehicle width and front/rear track, leading to a best-in-class interior volume/cargo space with total passenger plus volume behind the third row at nearly 200 cubic feet.

The front row offers the most legroom in the segment and lots of options for storage, as the newly designed space between the center console and instrument panel is a great place to stow purses or larger items. The center console itself also provides storage for smaller items. New to the Pacifica is the instrument panel drawer that provides covered storage for items that customers want to have access to, but do not want to have left out in the open.

In the second row, the all-new Pacifica continues to offer Stow 'n Go tubs that provide covered storage for bigger items.

The Chrysler Pacifica offers the most spacious third row in the segment, with the most legroom, shoulder room and headroom. Coupled with the added roominess and the tri-pane panoramic sunroof, all passengers are ready for any long road trip.

With the second- and third-row seats stowed, the all-new Pacifica provides segment-leading cargo capacity to easily fit an 8 x 4-foot sheet of plywood.

Vault-like quiet interior environment
The all-new Pacifica is engineered and executed to deliver a "vault-like" interior environment with low levels of wind noise, road noise, and related vibration/harshness characteristics.

Wind noise in the Chrysler Pacifica is expected to be as low as 63 decibels at 70 mph, a rating that's at the top of its competitive set.

Articulation Index (AI - speech intelligibility - 0%=Worst, 100%=Best) in the Pacifica is expected to be higher than 84 percent at 70 mph – a rating that's unsurpassed in its competitive set, and on par with vehicles that cost thousands more.

Air leakage into the passenger compartment – a primary source of noise – is expected to be as low as an unsurpassed 225 CFM (cubic feet per minute; an airflow measurement). The wind noise/sound damping applications applied on the 2017 Chrysler Pacifica are often equal to what's applied on vehicles in significantly higher price classes.

Specific interior environment details include:

- Acoustic 5.0-mm laminate windshield glass delivers a 2.5 to 3.0 decibel (dB) improvement when compared to standard tempered glass
- Acoustic wheel liners – applied at all four locations – abate road noise and eliminate "sizzle" when on "loose" gravel, rain, snow- or ice-covered surfaces
- Door uppers have been positioned to ensure nothing "sticks out" or invades the flow of air around the vehicle – a common source of wind noise
- Mirrors have been shape-optimized for sound performance, thanks to hours of wind tunnel analysis
- All doors incorporate a "triple door seal" system that ensures exceptional wind noise abatement into the passenger compartment

Next-generation exclusive Stow 'n Go system
FCA is the only automaker on the market to offer the exclusive Stow 'n Go seating and storage system on all rear seats allowing customers to "take their seats with them."

The redesigned Stow 'n Go system is easier than ever to use in the all-new Pacifica with the innovative Stow 'n Go Assist. Simply press the button and the front seat will move out of the way to accommodate the second-row Stow 'n Go seat. Pressing the button a second time will return the seat to its starting location. Stow 'n Go Assist includes obstacle detection and can also be aborted mid-cycle by pressing the button while in motion.

The Pacifica now offers an optional, removable eighth-passenger seat in the second row. When not being used, it offers an additional armrest, cup holder and bin for second-row passengers. The eighth-passenger seat weighs only 37 pounds and is easily removed. It also accommodates LATCH child-safety seat installation, which increases the capacity to five LATCH seating positions.

Passengers can easily climb into the third row using the Easy Tilt seat feature. The second-row seats tilt easily, with or without a child seat installed, at the pull of a lever. For additional accessibility, third-row passengers can pull the Stow 'n Go strap before entering the third row, if a car seat is not installed.

Stow 'n Vac
The all-new Stow 'n Vac integrated vacuum offers versatility and convenience for busy families. Featuring the highest power rated system on the market, the hose is strategically located in the C-pillar trim area for quick access to the most used areas of the vehicle, the driver's seat and the second row, while the 11.4-foot hose offers easy access to all corners of the vehicle. There is also an extra extension measuring an additional 11.4 feet in length for extra cleaning that is stored in the rear quarter trim.

Industry-first handsfree sliding doors and liftgate
The 2017 Chrysler Pacifica features available handsfree liftgate and sliding doors. With the key fob nearby, customers can open each of these features by performing a single kicking motion under the bumper or sliding door activation zones.

Tri-pane panoramic sunroof
The all-new Chrysler Pacifica offers a segment-first tri-pane panoramic sunroof, bringing spaciousness and light throughout the vehicle while extending the sunroof experience to the third row.

Above the front two rows of seating is a new dual-pane panoramic sunroof, the largest offered in the Pacifica's segment, that provides an articulating glass surface. An additional fixed glass element above the third row ensures enjoyment by all passengers.

The front portion of the sunroof system consists of two glass panels. The front glass panel operates with an express (one-touch) feature, to open, close and vent. The panel also tilts upward at the rear for ventilation and slides rearward under the rear glass panel (while stopping at any point) when open. The panel seals flush with the roof in the closed position to eliminate wind noise.

The front portion of the dual pane sunroof also features a power sunshade to cover the deep-tinted glass panels when closed (or at varying open positions), while the fixed rear glass comes with a manual sunshade. An integrated mesh wind deflector reduces the possibility of wind buffeting at low speeds when the sunroof is open.

Active Noise Cancellation
Standard across the lineup, Active Noise Cancellation (ANC) technology further heightens the Chrysler Pacifica's refinement factor during a comfortable daily commute or an extended road trip with family and friends.

Using the vehicle audio system and four strategically located microphones, it automatically introduces sound to the cabin to deflect unwanted sounds with opposite-tuned frequencies. The technology also enables more fuel-efficient engine calibrations (due to the reduced need for NVH-related tradeoffs) and reduces the need for damping material and the extra mass that comes with it. The result is enhanced sound-system clarity.

Safety and security
The all-new Chrysler Pacifica also offers more than 100 safety and security features, including a 360-degree Surround View camera, ParkSense Parallel/Perpendicular Park Assist and Adaptive Cruise Control with Stop and Hold.

Additional refinements
Additional examples of the attention to engineering details found on the all-new Chrysler Pacifica include (but are not limited to):

- Low-rolling resistance tires, a key enabler to fuel efficiency
- Capless fuel filler for easy, convenient re-fueling
- Optimized engine cover execution for enhanced noise/vibration performance and reduced mass
- 19-gallon fuel tank for enhanced vehicle range and tank is "balance" sized for optimal weight distribution
- Improved geometries on the side sliding doors with sealed, precision ball bearing hinges for higher quality and more consistent roll characteristics over the life of the vehicle (e.g. smoother quality, quieter operation in manual or powered configurations)
- Encapsulated latches (composite encased) in the side doors and rear liftgate for quiet operation, absent of "clicking and latching" sounds
- Hidden sliding side door tracks (packaged under the rear quarter windows) enabled by a re-designed center hinge and shorter rail track
- Enhanced sliding door to vehicle side clearance for enhanced durability and performance
- Hidden wire carrier in the sliding door track area for enhanced visual appearance and long-term durability
- Power-strut driven rear liftgate that reduces mass, improves appearance, and exhibits quiet operation qualities
- Roll-framed front door construction that delivers an extra inch of visibility around the front windows, thins the surrounding pillars for enhanced visibility, and enables enhanced stiffness in the upper portion of the door for higher quality open and close characteristics
- Interior and exterior element-to-element gap and flush relationships that are unmatched in the segment, and considered world-class on the basis of FCA's internal benchmarking measurements
- All underhood components have been held to a standard of appearance that ensures uniformity with similarly grained surfaces, colors and overall aesthetics;
- An attention to detail that's subliminal to most buyers, including an initiative to bring all secondary surfaces to class-A levels; application of triple door seals (controls high-speed wind noise) at all four entry-points; and the application of "quiet steel" in the rear Stow 'n Go tub for abatement of noise and

vibration in the rear portion of the vehicle

- Stiffness patches designed into all side and rear aluminum doors to eliminate “oil-canning” and contribute to an audible, vault-like closing note
- Needle-check door hinges that enable front doors to be opened at 28, 44 and 70 degrees ensure a full-open angle that is unsurpassed and brings a much higher appearance in terms of fit, finish and elimination of squeaks
- Host of acoustic applications throughout the body structure, including damping applications in the floor and instrument panel (mastic); an acoustic headliner; front of dash damping blanket; a host of sound-absorbing damping barriers in body cavities; and a host of noise blocking agents in the engine compartment to abate noise to the passenger compartment
- Optimized weld flange relationships and extensive body sealing enhanced by “castle-ized” structural element interfaces (e.g. designed-in gaps between structural parts ensure deeper penetration of sealing material)
- Lower-positioned windshield wipers enabled by a “smart” wiper motor, reduces wind noise by approximately 1 dB when compared with conventional applications. The wipers are absent of a traditional arm structure – a common source of noise when wind travels through and around it – which is replaced by flexible airfoil surface that runs along the top of the blade. The airfoil is “tuned” to the shape of the windshield, ensuring a lower profile and superior contact with the windshield at all positions
- Hemming on all vehicle closures for corrosion resistance – an application usually reserved for far higher priced offerings
- A plethora of “lightening holes,” and material “scallops” throughout the body structure – anywhere metal was identified as “non-contributing” to the vehicle’s purpose, it was harvested out and confirmed via thousands of computer analysis iterations.
- Liberal application of lightweight structural adhesives have been applied throughout the Pacifica’s structure – the body structure benefits from close to 130 meters of adhesive, significantly boosting overall stiffness, strength and damping. The result is an enhanced sense of solidity that lasts over the life expectancy of the vehicle (10 years or greater)

Chrysler Brand

The Chrysler brand has delighted customers with distinctive designs, craftsmanship, and advanced innovation and technology since the company was founded in 1925. Chrysler continues to build on that nearly 100-year legacy of creating ingenious products and technologies for mainstream customers, moving forward on an electrified transformation that will launch the brand’s first battery-electric vehicle in 2025 and an all-electric portfolio in 2028.

The Chrysler Pacifica continues to reinvent the minivan, a segment Chrysler created 40 years ago. The Chrysler Pacifica Plug-in Hybrid symbolizes the brand’s electrification evolution, representing the first electrified minivan in the segment and achieving 82 MPGe, an all-electric range of 32 miles and a total range of 520 miles. Chrysler Pacifica delivers the most standard safety features and most advanced available all-wheel-drive system in its class and is also the most awarded minivan over the last seven years with more than 175 honors and industry accolades since its introduction as a minivan.

Chrysler is part of the portfolio of brands offered by leading global automaker and mobility provider Stellantis. For more information regarding Stellantis (NYSE: STLA), please visit www.stellantis.com.

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