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Chrysler 300, Dodge Magnum Register Top Ratings in U.S. Government's Frontal Crash Tests

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- Five-Star Ratings Underscore Chrysler Group's Commitment to Safety
- Newest Ratings Continue Chrysler Group's Succession of Top Scores in Government Safety Tests
- Chrysler 300 and Dodge Magnum Equipped with Industry-Leading Array of Safety Technologies

The 2005 Chrysler 300 and Dodge Magnum, two of Chrysler Group's hottest new products, have received 5-star ratings for driver and front passenger protection in a frontal crash, the highest rating in the U.S. government's safety crash test program. The newest results continue the streak of top safety ratings from the government for Chrysler Group's recent new product launches, including Chrysler Pacifica and the Dodge Ram and Durango.

A 5-star rating in the government's frontal crash test means there is 10 percent or less chance of serious injury in a severe, 35 mph crash. The testing is conducted by the National Highway Traffic Safety Administration (NHTSA).

"At Chrysler Group, we are committed to offering our customers safety and value in all of our products," said Eric Ridenour, Executive Vice President, of Product Development, Chrysler Group. "These top ratings from the government are evidence of our efforts."

THE CHRYSLER 300 AND DODGE MAGNUM ARE EQUIPPED WITH A WIDE ARRAY OF SAFETY TECHNOLOGIES:

- Advanced Multi-Stage Air Bag System: Inflates with a force appropriate to the severity of the impact. Includes Occupant Classification System (OCS).
- All-speed Traction Control System (TCS): This system (standard equipment on most 300 and Magnum models and available on all) enhances mobility and prevents wheel slip when accelerating on road surfaces by operating both the brakes and the Electronic Throttle Control (ETC)
- Anti-lock Brake System (ABS): Equipped with electronic sensors that help prevent wheel lockup, the ABS (standard equipment on most models and available on all) offers improved steering control under extreme braking and/or slippery conditions.
- Body Structure: Crush zones and stiffeners engineered into the vehicle body help absorb energy, while preserving the integrity of the vehicle compartment. These reinforcements provide additional protection in an offset-type impact.
- Constant Force Retractors (CFR): The front seat belts include a mechanical device that distributes 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 the seat belt webbing in a controlled manner during a severe crash.
- Electronic Stability Program (ESP): This feature aids the driver in maintaining vehicle directional stability, providing oversteer and understeer control to maintain vehicle behavior on various road surfaces. This technology is standard equipment on most 300 and Magnum models and available on all.
- Energy-absorbing Steering Column: Manual-adjust telescoping steering column includes two hydroformed coaxial tubes that move relative to each other, which allows the column to move forward and provides more energy absorption during a crash. The power-adjust steering column uses a calibrated bending element that deforms during column stroke for optimal energy management.
- Occupant Classification System (OCS): The OCS measures the conditions for activation or deactivation of the passenger side front air bag based upon the weight of the occupant.
- Pretensioners: During a collision, the impact sensors initiate the front seat-belt pretensioners to immediately remove slack from the seat belts.

- Supplemental Side-Curtain Air Bags: The available side-curtain extends protection to all outboard passengers.

The top ratings for Chrysler 300 and Dodge Magnum continue the safety rating trend in recent product launches at Chrysler Group. The new Dodge Ram and Durango both received 5-star driver and passenger ratings in frontal crash tests, as did the Chrysler Pacifica. In addition, the Chrysler Pacifica received dual top ratings in the government's side impact crash tests (when equipped with optional three-row side-curtain air bags), and the highest rating among sport-utility vehicles tested in the NHTSA's recently announced rollover ratings. The Chrysler Pacifica also achieved a "Best Pick" rating from the Insurance Institute for Highway Safety (IIHS) in its frontal offset test.

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