Chrysler 300C Touring offers design, power, technology, refinement and functional space with great price positioning

Press Information

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- **Chrysler 300C Touring wagon shares all major attributes with sedan sibling**
- **Five versions available, two with optional permanent all-wheel drive**
- **630-litre load area expands to 1,602 litres with rear seats folded – easy to access through unique rear liftgate**

Geneva – The Chrysler 300C Touring is the first wagon conceived by the Chrysler Group to meet the needs of E-segment customers in Europe and other international markets. Available in Europe as of the last quarter of 2004, the Chrysler 300C Touring shares its major attributes, design, equipment, interior appointments and technical specifications with the Chrysler 300C Sedan – and then adds striking wagon proportions, expanded cargo space and optional all-wheel drive. Chrysler 300C Touring is available only in markets outside of North America.

Like the rear-wheel-drive Sedan, the Chrysler 300C Touring is available in Europe with a choice of three petrol engines (2.7-litre V-6, 3.5-litre V-6 and 5.7-litre HEMI® V-8). But 300C Touring customers are also able to order their Touring model with permanent all-wheel drive (AWD), available as an option with the 3.5-litre or 5.7-litre HEMI engine, to satisfy demand from customers who want the extra surefootedness that AWD provides.

“With the introduction of the 300C Touring in Europe, Chrysler now offers customers the most complete range of passenger cars ever: Sedan, Touring and AWD Touring,” said Thomas Hausch, Executive Director of International Sales and Marketing – Chrysler Group. “The 300C family provides a unique proposition to European buyers by delivering expressive Chrysler design and power, coupled with exceptional cargo volumes, thoughtful features like our unique access rear liftgate, premium appointments and state-of-the-art technology.

"The Chrysler 300C is a great sedan that has already achieved in a short time massive press and sales success. We are certain that the Chrysler 300C Touring, with its additional load capacity, optional all-wheel drive and great price competitiveness, will enable us to compete strongly for sales in the E-segment, where wagon derivatives account for approximately 40 percent of sales," continued Hausch.

Smart design and significant additional cargo capacity

The body of the Chrysler 300C Touring shares the strong sculptural appearance and the structure of the Sedan from the distinctive front grille back to the A-pillars, but it has unique rear side panels, roof and rear liftgate.

The steel liftgate is shaped like an inverted "L," and the hinges are set back over the load area so that the liftgate rises almost vertically and does not require the operator to step back from the vehicle. This unique liftgate architecture also allows for enhanced access to the rear cargo area. The liftgate, fitted with a two-speed wiper and wash system for additional customer convenience, can be unlocked using the button on the key fob and opened by the centrally mounted external handle.

Both the front and rear seats of the Chrysler 300C Touring are as spacious and comfortable as those of the Sedan – with near identical head, leg and shoulder room – but the trunk area is 25 percent larger than in the Sedan when the rear seats are up.

With the rear seats occupied, the Chrysler 300C Touring's load area holds 630 litres (22.2 cu. ft.) of cargo, compared with the Sedan's 504 litres (17.8 cu. ft.). With the rear seats folded, 300C Touring's cargo capacity is increased to 1,602 litres (56.6 cu. ft.). Within its competitive set, 300C Touring offers exceptional minimum and maximum cargo volume – more than Audi A6 Avant and Saab 9-5 Estate.

The load area features a removable, rollaway tonneau cover, large storage bins in each side panel, four cargo tie-down loops and a 12-volt power outlet. The load floor has a removable tri-fold panel that weighs just 7.25 kg (16 lbs.) and can be partially or fully folded, or completely removed. When used, small items can be stored below this floor panel. When removed, the maximum available load height is increased by

102 mm (4.0 in.). An optional cargo-management system is available, which stores below the tri-fold panel. It includes a waterproof liner and folding divider with cargo retaining nets.

Additional cargo can be carried on the optional roof bars that come with two crossbars. Roof bar load capacity is 68 kg (150 lbs.).

Optional all-wheel-drive system

An all-wheel-drive (AWD) system is available on Chrysler 300C Touring with 3.5-litre V-6 and 5.7-litre HEMI V-8 engines. Although the Touring with AWD looks exactly like the rear-wheel-drive (RWD) vehicle apart from the unique five-spoke alloy wheels, the suspension is raised by 25 mm (1 in.) to add ground clearance beneath the AWD drivetrain, and a unique floorpan is used to accommodate the centrally mounted Magna-Steyr transfer case. The AWD system drives all wheels at all times and has a rearward torque bias, delivering 62 percent of torque to the rear wheels and 38 percent to the front.

In regard to the suspension, at the front, AWD Touring vehicles have different spindles and different lower A-arms to accommodate the driveshafts for the additional front-wheel drive. At the rear, a five-link suspension is retained, but all models (AWD and RWD) are fitted with standard self-levelling “Nivomat” rear shock absorbers. The self-levelling operation is silent, reliable and fully automatic, and requires no driver input.

Available performance

- Three engine choices including:
  - 5.7-litre HEMI V-8 with Multi-Displacement System (MDS), and a five-speed AutoStick® automatic transmission
  - 3.5-litre V-6 with four-speed automatic transmission on RWD models, or five-speed automatic transmission on AWD models
  - 2.7-litre V-6 with four-speed automatic transmission
- 6.4 second 0-100 kph (6.3 second 0-60 mph) with 5.7-litre HEMI V-8
- Rear-wheel or all-wheel-drive configuration

- Independent front and rear suspension with self-levelling rear shock absorbers
- Rack and pinion steering
- 18-inch alloy wheels

Available amenities

- Patented faux tortoise shell interior accents or optional genuine California Walnut wood accents
- Leather-wrapped steering wheel with flush-mounted audio controls
- Power tilt-telescoping steering wheel with memory
- Heated leather driver and front passenger seats
- Eight-way power adjustable driver's seat
- Power adjustable pedals with memory
- Dual driver memory system controls for adjustable steering column, driver's seat, mirrors, radio presets and adjustable pedals
- Global Positioning System (GPS) navigation radio with integrated six-disc CD/MP3 player
- Dual-zone automatic temperature control with infrared sensing
- Air filtration system
- Express-up/down power front windows with anti-pinch protection
- 60/40 split folding rear seat
- Electrochromic interior and driver's rearview mirror
- Sunroof with one-touch open and close with anti-pinch protection

Standard safety features

- Electronic Stability Programme (ESP)
- All-speed Traction Control System
- Four-wheel disc Anti-lock Brake System (ABS) with Emergency Brake Assist
- Front and rear side-curtain air bags (standard for Europe)
- Xenon High-Intensity Discharge (HID) headlamps
- High-pressure headlamp washers and rain-sensing windscreen wipers
- Ultrasonic rear park assist system
- Sentry Key® engine immobiliser system
- Security alarm with panic button on key fob

In Europe, the Chrysler 300C Touring will be covered by Chrysler Group's two-year, unlimited-kilometres warranty. The vehicle is currently built at Chrysler Group's Brampton (Ontario, Canada) Assembly Plant, and assembly for Europe will begin in summer 2005 at the Magna Steyr Manufacturing Facility in Graz, Austria.

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Chrysler 300C Touring

Press Information

Technical specifications

The information shown is based on data available at the time of publication (February 14, 2005). Specifications are valid for Europe and may vary in other international markets.

Body and chassis

Five-seater, five-door wagon with all-steel unitary body chassis. Choice of three longitudinally mounted front engines driving the rear wheels via a four-speed automatic or five-speed automatic transmission, or all wheels (depending on model) via a five-speed automatic transmission.

Engines

5.7L HEMI®

Type	Petrol, eight-cylinder, V-type, 90-degree, liquid-cooled; with hemispherical combustion chambers within aluminium cylinder heads and Multi-Displacement System (MDS)
Capacity	5.7 litres (5654 cc/345.0 cu. in.)
Maximum power	250 kW (340 hp DIN) @ 5000 rpm
Maximum torque	525 N • m (390 lb.-ft.) @ 4000 rpm
Compression ratio	9.6:1
Bore and stroke	99.5 x 90.9 mm (3.92 x 3.58")
Emission standards	Meets Euro 4 for RWD, Euro 3 for AWD vehicles

3.5L High Output

Type	Petrol, six-cylinder, V-type, 60-degree, active-intake, liquid-cooled
Capacity	3.5 litres (3518 cc/214.7 cu. in.)
Maximum power	183 kW (249 hp DIN) @ 6400 rpm
Maximum torque	340 N • m (250 lb.-ft.) @ 3800 rpm

Compression ratio	10.0:1
Bore and stroke	96.0 x 81.0 mm (3.78 x 3.19 in.)
Emission standards	Meets Euro 4 for RWD, Euro 3 for AWD vehicles

2.7L

Type	Petrol, six-cylinder, V-type, 60-degree, active-intake, liquid-cooled
Capacity	2.7 litres (2736 cc/167.0 cu. in.)
Maximum power	142 kW (193 hp DIN) @ 6400 rpm
Maximum torque	257 N•m (190 lb.-ft.) @ 4000 rpm
Compression ratio	9.9:1
Bore and stroke	86.0 x 78.5 mm (3.38 x 3.09")
Emission standards	Meets Euro 4 emission requirements

Transmissions

4-speed automatic

Availability	Standard fit with rear-wheel-drive 2.7L and 3.5L models
Description	Four-speed electronically controlled adaptive automatic transmission with fully automatic operation. Fuel-saving torque converter lock-up. Brake/Park safety interlock

5-speed automatic

Availability	Standard with 5.7L HEMI AWD and RWD models and 3.5L AWD models
Description	Five-speed electronically controlled adaptive automatic transmission with choice of fully automatic operation or AutoStick® driver-operated manual control. Brake/Park safety interlock

Rear-wheel drive
Two-piece driveshaft with subframe-mounted rear differential. Half-shaft to each rear wheel fitted with two constant velocity universal joints.

All-wheel drive
Transfer case housing a centre differential with planetary gears and single-speed constant engagement, permanent torque split 38/62 per cent front/rear. Drive to front wheels via one-piece driveshaft, front differential and equal-length half-shaft to each front wheel fitted with two constant velocity universal joints.

Drive to rear wheels via two-piece driveshaft with subframe-mounted rear differential. Half-shaft to each rear wheel fitted with two constant velocity universal joints.

Chassis and running gear

Front suspension	Double wishbones, coil springs and gas-filled shock absorbers
Rear suspension	Independent five-link, coil springs and gas-filled shock absorbers; automatic load-sensitive, self-levelling
Steering	Hydraulic power-assisted rack and pinion
Brakes	Ventilated discs front and rear with ABS and Brake Assist
Wheels & tyres	18.0 x 7.5" with P225/60R18 W tyres

Dimensions and capacities

Dimensions are in millimetres (inches) unless otherwise noted.

Overall length	4999 (196.8)
Overall width	1881 (74.1)
Overall height	1481 (58.3) – RWD, excluding roof rack
	1507 (59.3) – AWD, excluding roof rack
Wheelbase	3048 (120.0)
Cargo capacity	630L (22.2 cu. ft.) – rear seat up
	1602L (56.6 cu. ft.) – rear seat folded

Fuel tank capacity	68L (18 U.S. gal.) – 2.7L and 3.5L RWD 71L (19 U.S. gal.) – 5.7L and 3.5L AWD

Note: Cargo capacity listed according to ISO standard.

Fuel consumption (L/100 km)

	2.7L	**3.5L**	**5.7L**
Rear-wheel drive			
Urban	16.1	16.3	18.3
Ex-urban	8.4	8.4	9.1
Combined	11.2	11.3	12.5
Combined CO_2	267 g/km	269 g/km	298 g/km
All-wheel drive			
Urban	—	17.2	19.0
Ex-urban	—	8.9	9.9
Combined	—	11.9	13.2
Combined CO_2	—	285 g/km	316 g/km

Performance

	2.7L	**3.5L**	**5.7L**
0 to 100 km/h (0 to 62 mph)	11.1 sec.	9.2 sec.	6.4 sec.
Top speed (kph/mph)	209 (130)	219 (136)	250 (155) – electronically limited