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## 2007 Chrysler Crossfire: Engineering

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**Larry Achram, Director – Virtual Engineering and Crossfire:** *"New safety features add to the 2007 Chrysler Crossfire's already-long list of proven engineering technology. Together with standard four-wheel, anti-lock disc brakes, an Electronic Stability Program (ESP) and all-speed traction control, new standard safety features such as an Occupant Classification System, a multi-stage driver air bag and knee air bags assure that Crossfire customers are safe and stylish in their vehicles."*

The 2007 Chrysler Crossfire features new standard safety equipment, including a front passenger seat OCS, a multi-stage driver air bag that is designed to deploy at different levels depending on the severity of impact and a passenger front air bag. New standard safety equipment also includes driver and passenger seat belt pretensioners and constant force retractors, as well as knee air bags for both drivers and passengers.

Chrysler Crossfire Coupe, measured dynamically, has a body structure that is twice as stiff as a Porsche Boxster and as stiff as a Porsche 911. This technical achievement allows Crossfire Coupe to demonstrate sedan-like ride comfort without sacrificing the handling characteristics that true sports cars require.

First available for 2005, the Chrysler Crossfire Roadster was developed in parallel with the Coupe from its inception, which enhanced the Roadster's structural rigidity. The Chrysler Crossfire Roadster's proven engineering ensures that drivers will enjoy a tight, solid and quiet ride with exceptional body torsional stiffness of 29.2 Hz. Chrysler Crossfire Roadster offers more torque (229 lb.-ft.) than Porsche Boxster (192 lb.-ft.) and BMW Z4 (214 lb.-ft.).

Under the hood, a 3.2-liter, 90-degree, 18-valve, single-overhead-cam V-6 engine delivers 215 horsepower (160 kW) and 229 lb.-ft. (310 N•m) of torque at 3,000 rpm to both Coupe and Roadster drivers.

The Chrysler Crossfire is equipped with a standard ESP, which is designed to help drivers maintain control during extreme steering maneuvers and low traction conditions. The Crossfire's ESP senses when the car is starting to spin (oversteer) or plow (understeer) and attempts to correct the vehicle's course by automatically controlling the throttle and applying the brakes at individual wheels. This provides directional stability in turns, even on uneven surfaces.

All-speed traction control also is standard on all Chrysler Crossfire models. This feature senses drive-wheel slip and individually brakes the slipping wheel and/or reduces excess engine power until control is regained. This enhances the Crossfire's mobility and prevents wheel slip when accelerating on slippery surfaces. It also provides a measure of directional stability control and helps keep the car on its intended course.

The Crossfire Coupe and Roadster's standard four-wheel, anti-lock disc brakes with Brake Assist keep the cars straight and retain steering capability while braking on slippery surfaces by preventing wheel lockup.

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