

2019 Dodge Charger / Charger SRT SPECIFICATIONS

Specifications are based on the latest product information available at the time of publication.

All dimensions are in inches (millimeters) unless otherwise noted.

All dimensions measured at curb weight with standard tires and wheels.

GENERAL INFORMATION

Vehicle Type	E-segment sedan
Assembly Plant	Brampton Assembly Plant, Ontario, Canada
EPA Vehicle Class	Large car
Introduction Date	2014 as a 2015 model

BODY AND CHASSIS

Layout	Longitudinal front engine, rear-wheel drive (RWD) or all-wheel drive (AWD)
Construction	Unitized steel body and aluminum hood

ENGINE: 3.6-LITER PENTASTAR V-6 WITH 24-VALVE DOHC

Availability	Standard — SXT, SXT AWD and GT
Type and Description	60-degree V-type, liquid-cooled
Displacement	220 cu. in. (3,604 cu. cm)
Bore x Stroke	3.78 x 3.27 in. (96.0 x 83.0 mm)
Valve System	Chain-driven DOHC, 24 valves, hydraulic end-pivot roller rockers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Aluminum deep-skirt block with aluminum-alloy heads
Compression Ratio	10.2:1
Power (SAE net)	292 bhp (218 kW) @ 6,350 rpm (81.1 bhp/liter) 300 bhp (224 kW) @ 6,350 rpm (83.3 bhp/liter) SXT AWD, GT
Torque (SAE net)	260 lb.-ft. (353 N•m) @ 4,800 rpm 264 lb.-ft. (358 N•m) @ 4,800 rpm SXT AWD, GT
Max. Engine Speed	6,400 rpm (electronically limited)
Fuel Requirement	Unleaded regular, 87 octane (R+M)/2 ^(a)
Oil Capacity	6 quarts (5.7 liters) with dry filter
Coolant Capacity	14.0 quarts (13.25 liters)
Emission Controls	Dual three-way catalytic converters, heated oxygen sensors and internal engine features ^(b)
Max. Gross Trailer Weight	1,000 lbs. (454 kg), GT not rated for trailer-tow

EPA Fuel Economy mpg (city/hwy/cmb)	19 / 30 / 23 (RWD with 845RE TorqueFlite eight-speed automatic transmission)
	18 / 27 / 21 (AWD with 845RE TorqueFlite eight-speed automatic transmission)

Engine Assembly Plant	Saltillo Engine Plant, Mexico
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(a) NAS [BIN 4(ULEV II)], 50 State.

(b) Meets Federal Tier 2 Bin 5 emission requirements and ULEV II requirements in California, Massachusetts, New York, Maine, Vermont, Connecticut, Pennsylvania, Rhode Island, New Jersey, Oregon and Washington.

ENGINE: 5.7-LITER HEMI® V-8 WITH FUEL SAVER TECHNOLOGY

Availability	Standard — R/T and Daytona
Type and Description	90-degree V-type, liquid-cooled with variable-cam timing (VCT)
Displacement	345 cu. in. (5654 cu. cm)
Bore x Stroke	3.92 x 3.58 (99.5 x 90.9)
Valve System	Pushrod-operated overhead valves, 16 valves, eight deactivating and eight conventional hydraulic lifters, all with roller followers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	10.5:1
Power (SAE net)	370 bhp (276 kW) @ 5,250 rpm (64.9 bhp/liter)
Torque (SAE net)	395 lb.-ft. (536 N•m) @ 4,200 rpm
Max. Engine Speed	5,800 rpm (electronically limited)
Fuel Requirement	Unleaded midgrade, 89 octane (R+M)/2 — recommended Unleaded regular, 87 octane (R+M)/2 — acceptable
Oil Capacity	7 quarts (6.6 liters)
Coolant Capacity	14.7 quarts (13.9 liters)
Emission Controls	Dual close-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features ^(c)
Exhaust Type	Dual 2.75-in. straight-thru exhaust system using twin electronic exhaust valves (EEV); features 4-in. chrome round tips
Max. Gross Trailer Weight	Not rated for trailer tow
EPA Fuel Economy mpg (city/hwy)	16/25

(c) Meets Tier 2 Bin 4 emission requirements in all states.

ENGINE: 6.4-LITER HEMI V-8 POWERED BY SRT

Availability	Standard — R/T Scat Pack, Daytona 392
Type and Description	90-degree V-type, liquid-cooled
Displacement	392 cu. in. (6,417 cu. cm)

Bore x Stroke	4.09 x 3.72 (103.9 x 94.5)
Valve System	Pushrod-operated overhead valves, 16 valves with sodium-filled exhaust valves and hollow stem intake valves, 16 conventional hydraulic lifters, all with roller tips
Fuel Injection	Sequential, multiport, electronic, returnless; automatic features Fuel Saver mode
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	10.9:1
Power (estimated SAE net)	485 bhp (362 kW) @ 6,100 rpm (75.8 bhp/liter)
Torque (estimated SAE net)	475 lb.-ft. (644 N•m) @ 4,100 rpm
Max. Engine Speed	6,400 rpm (electronically limited)
Fuel Requirement	Premium 91 octane (R+M)/2 — recommended
Oil Capacity	7 quarts (6.6 liters)
Factory Oil Fill	0W-40 Pennzoil Ultra synthetic
Coolant Capacity	15 quarts (14.4 liters)
Emission Controls	Dual close-coupled three-way catalytic converters, quad-heated oxygen sensors and internal engine features ^(a)
Exhaust Type	Dual, 2.75 in. electronically controlled, performance-tuned Active Exhaust system with 4-in. chrome round tips
Max. Gross Trailer Weight	Not rated for trailer-tow
EPA Fuel Economy mpg (city/hwy)	15/25

(a) Meets Federal Tier 2, Bin 5 emissions requirements; marketed in California as an LEV II (Low Emission Vehicle) under cleanest vehicle rules.

ENGINE: 6.2-LITER HEMI HELLCAT V-8 SUPERCHARGED

Availability	Standard — SRT Hellcat
Type and Description	90-degree V-type, liquid-cooled
Displacement	376 cu. in. (6,166 cu. cm)
Bore x Stroke	4.09 x 3.58 (103.9 x 90.9)
Valve System	Pushrod-operated overhead valves, 16 valves with sodium-filled exhaust valves and hollow stem intake valves, 16 conventional hydraulic lifters, all with roller tips
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, unique aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	9.5:1
Power (SAE J2723)	707 hp (527 kW) at 6,000 rpm
Torque (SAE J2723)	650 lb.-ft. (881 N•m) at 4,800 rpm
Max. Engine Speed	6,200 rpm (electronically limited)

Fuel Requirement	Premium 91 octane (R+M)/2 — recommended
Oil Capacity	7 quarts (6.6 liters)
Factory Oil Fill	0W-40 Pennzoil Ultra synthetic
Coolant Capacity	15 quarts (14.4 liters)
Emission Controls	Dual close-coupled three-way catalytic converters heated wide range upstream and switching downstream O ₂ sensors and internal engine features. ^(a)
Exhaust Type	Dual 2.75-in. straight-thru exhaust system using twin electronic exhaust valves (EEV) with 4-in. chrome round tips
EPA Fuel Economy mpg (city/hwy)	13/22
Assembly Plant	Saltillo Engine Plant, Saltillo, Mexico

(a) Meets Federal Tier 2 Bin 5 emission requirements and ULEV II requirements in California, Massachusetts, New York, Maine, Vermont, Connecticut, Pennsylvania, Rhode Island, New Jersey, Oregon and Washington.

TRANSMISSION: 845RE TORQUEFLITE AUTOMATIC EIGHT-SPEED WITH AUTO STICK

Availability	Standard — SXT (RWD/AWD), GT
Description	Adaptive electronic control, optional Sport mode or paddle-shifted driver-interactive manual control. Five clutch-pack design with only two open clutches in any gear. Off-center line pump with low-viscosity oil for reduced spin loss. Torque converter lock with turbine torsional damper for low lock-up speeds in 1 st through 8 th gear
Gear Ratios	
1st	4.71
2nd	3.14
3rd	2.10
4th	1.67
5th	1.29
6th	1.00
7th	0.84
8th	0.67
Reverse	3.30
Final Drive Ratio	Charger SXT — 2.62 Charger SXT AWD and GT — 3.07
Overall Top Gear	Charger SXT — 1.78 Charger SXT AWD and GT — 2.05

TRANSMISSION: 8HP70 TORQUEFLITE AUTOMATIC EIGHT-SPEED WITH AUTO STICK

Availability	Standard on Charger R/T, R/T Scat Pack, Daytona and Daytona 392
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Description	Adaptive electronic control with optional Sport mode or paddle-shifted driver-interactive manual control. (SRT: Adaptive electronic control with full manual control via gear selector or paddle shifters and three SRT-unique selectable modes: Street, Sport and Track)
Gear Ratios	
1st	4.71
2nd	3.14
3rd	2.10
4th	1.67
5th	1.29
6th	1.000
7th	0.84
8th	0.67
Reverse	3.32
Final Drive Ratio	Electronic Limited Slip Differential
	2.62 — R/T and Daytona
	3.09 — R/T Scat Pack and Daytona 392
Overall Top Gear	1.75 — R/T and Daytona
	2.07 — R/T Scat Pack and Daytona 392

TRANSMISSION: 8HP90 TORQUEFLITE AUTOMATIC EIGHT-SPEED

Availability	Standard on Charger SRT Hellcat
Description	Adaptive electronic control with full manual control via gear selector or paddle shifters and three SRT-unique selectable modes: Street, Sport and Track (features performance shifting and gear holding feature)
Gear Ratios	
1st	4.71
2nd	3.14
3rd	2.10
4th	1.67
5th	1.29
6th	1.00
7th	0.84
8th	0.67
Reverse	3.32
Final Drive Ratio	2.62 — Asymmetric limited-slip, performance-tuned
Overall Top Gear	1.76

TRANSFER CASE

Availability	Standard — SXT AWD
Type	Active, fully variable with front-axle disconnect
Center Differential	Planetary
Torque Split, Front/Rear	Fully variable

ELECTRICAL SYSTEM

Alternator	160-amp — standard on SXT
	180-amp — standard on SXT AWD GT, R/T and Daytona
	220-amp — standard on R/T Scat Pack, Daytona 392 and SRT Hellcat
Battery	H7 Case, 730 CCA, maintenance-free

SUSPENSION

Front	Independent SLA with high upper “A” arm, coil spring over gas-charged monotube shock absorbers and stabilizer bar
	Lateral and diagonal lower links with dual ball joint knuckles and sway bar
	One piece lower-control arms — standard on Charger AWD models only
Rear	Five-link independent with coil springs, gas-charged monotube shock absorbers, stabilizer bar and isolated suspension cradle
Touring-tuned Suspension	Standard on SXT
AWD Touring-tuned Suspension	Standard on SXT AWD
Sport-tuned Suspension	Optional on SXT
Performance Suspension	Standard on R/T and GT
High-performance Suspension	Standard on R/T Scat Pack and Daytona 392; Optional on GT, R/T
SRT-tuned Suspension	Standard on Hellcat featuring SRT-tuned three-mode adaptive damping system with ADS Bilstein shock absorbers: standard for Hellcat, optional for R/T Scat Pack, Daytona 392: Street mode = sporty, compliant ride; Sport mode = firm, improved handling; Track mode = firmest, maximum handling 32mm hollow front sway bar and 19mm hollow rear sway bar

STEERING

Type	Rack and pinion with electric power assist
Overall Ratio	SXT, GT— 14.4:1
	SXT AWD — 16.5:1
	R/T — 14.4:1
	Daytona — 14.4:1
	R/T Scat Pack — 14.1:1
	Daytona 392 — 14.1:1
	SRT Hellcat — 14.4:1 (hydraulic)

Turning Diameter (curb-to-curb)	SXT, GT — 37.7 ft. (11.5 m)
	SXT AWD — 38.7 ft. (11.8 m)
	R/T — 37.7 ft. (11.5 m)
	Daytona — 37.7 ft. (11.5 m)
	R/T Scat Pack — 37.5 ft. (11.4 m)
	Daytona 392 — 38.95 ft. (11.9 m)
	SRT Hellcat — 38.95 (11.9 m)
Steering Turns (lock-to-lock)	SXT, GT — 2.6
	SXT AWD — 3.1
	R/T — 2.6
	Daytona — 2.56
	R/T Scat Pack — 2.56
	Daytona 392 — 2.56
	SRT Hellcat — 2.56
Performance Steering Gear	Standard on Charger R/T, Daytona, R/T Scat Pack and Daytona 392
DIMENSIONS AND CAPACITIES^(d)	
Wheelbase	SXT, SXT AWD, GT and R/T — 120.2 (3,052)
	R/T Scat Pack — 120.2 (3,052)
	SRT Hellcat — 120.4 (3,058)
Track, Front	SXT, SXT AWD, GT and R/T — 63.4 (1,610)
	R/T Scat Pack — 63.4 (1,610)
Track, Rear	SXT and GT — 63.8 (1,620)
	R/T Scat Pack, R/T and Daytona — 63.1 (1,602.7)
	Daytona 392 — 63.7 (1,618)
	SRT Hellcat — 63.7 (1,618)
Overall Length	SXT and SXT AWD — 198.4 (5,040)
	GT, R/T, Daytona , R/T Scat Pack and Daytona 392 — 200.8 (5,100.3)
	SRT Hellcat — 200.8 (5,100.3)
Overall Width	75.0 (1,905)
Overall Height	SXT, SXT AWD, GT and R/T — 58.5 (1,510) to shark fin antenna tip
	SXT, SXT AWD and GT — 58.2 (1,479) to roof sheet metal
	R/T, R/T Scat Pack and Daytona 392— 58.26 (1,480)
	SRT Hellcat — 58.26 (1,480)
Frontal Area, sq. ft. (sq. m)	SXT and SXT AWD — 25.8 (2.39)
	GT, R/T, Daytona, R/T Scat Pack and Daytona 392 — 26.2 (2.4)
	SRT Hellcat — 26.2 (2.4)

Drag Coefficient (Cd)	SXT and SXT AWD — 0.304
	GT, R/T, Daytona, R/T Scat Pack and Daytona 392 — 0.335
	SRT Hellcat — 0.335
Curb Weight, lb. (kg)	SXT and GT — 4,020 (1,823)
	SXT AWD — 4,233 (1,920)
	R/T and Daytona — 4,270 (1,937)
	R/T Scat Pack and Daytona 392 — 4,389 (1,991)
	SRT Hellcat — 4,536 (2,057)
Weight Distribution, percent F/R	SXT and GT — 52/48
	SXT AWD — 54/46
	R/T and Daytona — 53/47
	R/T Scat Pack and Daytona 392 — 55/45
	SRT Hellcat — 56/44
Fuel Tank Capacity, gallons (liters)	18.5 (70.0)

(d) All dimensions measured at curb weight with standard tires.

ACCOMMODATIONS

Seating Capacity, F/R	2/3
Front	
Headroom	38.6 (981)
	36.9 (938.4) with sunroof
Legroom	41.8 (1,061)
Shoulder room	59.5 (1,510)
Hip room	56.2 (1,428)
Seat travel	Driver — 10.0 (255)
	Passenger — 8.66 (220)
Recliner angle range, deg.	Power — 70.7
	Manual — 70
EPA front row interior volume, cu. ft. (cu. m)	55.6 (1.573)
Rear Seat	
Headroom	36.6 (930.6)
	36.6 (930.6) with sunroof
Legroom	40.1 (1,019)
Knee clearance	3.9 (99)
Shoulder room	57.9 (1,472)
Hip room	56.1 (1,425)

EPA second row interior volume, cu. ft. (cu. m)	49.2 (1.393)
Total Interior Volume, cu. ft. (cu. m)	104.7 (2.97)
EPA Luggage Compartment Volume, cu. ft. (cu. m)	16.5 (0.467)
EPA Interior Volume Index, cu. ft. (cu. m)	120.8 (3.42)
Trunk Lifter Height	30.1 (764.0)

TIRES

Availability	Standard — SXT
Size and type	P215/65R17 BSW All-season touring
Mfr. and model	Michelin Energy Saver
Revs per mile (km)	748 (465)

Availability	Standard — SXT AWD
Size and type	P235/55R19 BSW All-season performance
Mfr. and model	Michelin Primacy MXM4
Revs per mile (km)	719 (447)

Availability	Optional — SXT
Size and type	P245/45R20 BSW All-season performance
Mfr. and model	Firestone Firehawk GTV
Revs per mile (km)	725 (451)

Availability	Optional — GT, R/T, Daytona and R/T Scat Pack
Size and type	245/45R20 BSW Three-season high-performance
Mfr. and model	Goodyear Eagle F1
Revs per mile (km)	725 (451)

Availability	Standard — GT, RT, Daytona and R/T Scat Pack
Size and type	245/45R20 BSW All-Season performance
Mfr. and model	Goodyear RS-A
Revs per mile (km)	725 (451)

Availability	Standard — Daytona 392 and SRT Hellcat Included with Dynamics Package on R/T Scat Pack
Size and type	275/40ZR20 All-season
Mfr. and model	Pirelli P Zero Nero All-season
Revs per mile, (km)	721 (448)

Availability	Optional — R/T Scat Pack with Dynamics Package, Daytona 392 and SRT Hellcat
Size and type	275/40ZR20 Three-season
Mfr. and model	Pirelli P Zero
Revs per mile, (km)	719 (447)

WHEELS

Availability	Standard on SXT
Type and material	Five-spoke design, Fine Silver aluminum
Size	17 x 7.0

Availability	Standard on SXT AWD
Type and material	Five-spoke design, Granite Crystal
Size	19 x 7.5

Availability	Standard on GT and R/T Optional on SXT
Type and material	Granite Crystal aluminum
Size	20 x 8.0

Availability	Standard on R/T Scat Pack Packaged with Performance Handling Group on GT and R/T
Type and material	Black Noise aluminum
Size	20 x 9.0

Availability	Standard on Daytona Optional on GT, R/T and R/T Scat Pack
Type and material	Lightweight forged aluminum, Low Gloss Granite Crystal finish
Size	20 x 9.0

Availability	Standard on Daytona 392
Type and material	Lightweight forged aluminum, Low Gloss Black finish
Size	20 x 9.5
Availability	Standard on SRT Hellcat
Type and material	"Lightweight 5Deep Aluminum" five-spoke Low-gloss Black
Size	20 x 9.5
Availability	Optional on SXT, GT and R/T
Type and material	Black Noise aluminum
Size	20 x 8
Availability	Optional on SXT AWD
Type and material	Black Noise aluminum
Size	19 x 7.5
Availability	Optional on GT and R/T
Type and material	Satin Carbon aluminum
Size	20 x 8
Availability	Optional on GT and R/T
Type and material	Polished/painted Black pockets
Size	20 x 8
Availability	Included with Dynamics Package on R/T Scat Pack
Type and material	Low Gloss Black
Size	20 x 9.5
Availability	Optional on SRT Hellcat
Type and material	Brass Monkey
Size	20 x 9.5
Availability	Optional on SRT Hellcat
Type and material	Matte Vapor
Size	20 x 9.5

BRAKES

Touring Brake Package	Standard on SXT
Front	
Rotor size and type	12.6 x 1.1 (320 x 28) vented
Caliper size and type	2.36 (60) single-piston sliding with aluminum housing
Swept area	210 sq. in. (1,358 sq. cm)
Rear	
Rotor size and type	12.6 x 0.4 (320 x 10) solid
Caliper size and type	1.65 (42) single-piston sliding with aluminum housing
Swept area	264 sq. in. (1,703 sq. cm)
Sport Brake Package	
Standard on SXT AWD, GT and R/T	
Front	
Rotor size and type	13.6 x 1.26 (345 x 28) vented
Caliper size and type	1.65 (42) dual-piston sliding with aluminum housing
Swept area	249 sq. in. (1,606 sq. cm)
Rear	
Rotor size and type	12.6 x 0.87 (320 x 22) vented
Caliper size and type	1.65 (42) single-piston sliding with aluminum housing
Swept area	264 sq. in. (1,703 sq. cm)
Brembo High-performance Brake Package	
Standard on R/T Scat Pack; Optional on GT, R/T and Daytona	
Front	
Rotor size and type	14.2 x 1.26 (360 x 32.0) vented and slotted
Caliper size and type	1.73 (44) Brembo four-piston fixed with aluminum housing
Swept area	351 sq. in. (2,261 sq. cm)
Rear	
Rotor size and type	13.8 x 1.10 (350 x 28) vented and slotted
Caliper size and type	1.26 (32) Brembo four-piston fixed with aluminum housing
Swept area	316 sq. in. (2,036 sq. cm)
Brembo Ultra-high-performance Brake Package	
Standard on Daytona 392 and SRT Hellcat	
Optional on R/T Scat Pack with Dynamics Package	

Front

Rotor size and type	15.4 x 1.34 (390 x 34.0) two-piece aluminum hat, vented and slotted
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Caliper size and type	1.42 (36 mm) Brembo six-piston fixed monoblock aluminum
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Swept area	424 sq.in. (2,735 sq. cm.)
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Rear

Rotor size and type	13.8 x 1.10 (350 x 28) vented and slotted
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Caliper size and type	1.26 (32) Brembo four-piston fixed with aluminum housing
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Swept area	316 sq. in. (2,036 sq. cm.)
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