



News

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PONTIAC UNVEILS 2009 SOLSTICE COUPE

Hardtop Extends Appeal of Classic Design

NEW YORK – Drawing inspiration from classic sports cars, the 2009 Pontiac Solstice coupe was created for drivers who appreciate both dramatic styling and balanced performance. Unveiled at the New York Auto Show as a GXP model, the Solstice coupe builds on the success of the convertible model while offering a greater range of all-season driving opportunities.

For drivers still wanting an open-air experience, the coupe also features a removable roof panel, fully opening the cockpit to all of the sensations of the road.

“Today’s Solstice is the top-selling roadster in the U.S., and we believe this new model has even broader appeal,” said Jim Bunnell, Buick-Pontiac-GMC general manager. “The coupe has all the design cues and pleasing performance of the original roadster, and is an all-season alternative for people who enjoy open-air driving.”

The coupe is expected to arrive in Pontiac dealerships in early 2009.

The making of a coupe

The new coupe was inspired by the Solstice coupe concept shown at the North American International Auto Show in 2002. True to the concept, it is a modern sports car with classic lines. The roofline has a “fastback” shape with stylized “rails” that run from the front of the roof to the rear,

culminating in a stylish and functional ducktail-style rear spoiler.

The coupe's roof is fixed aft of the B-pillars, with side windows and a rear liftglass for access to the cargo area. The roof panel is easily removed from the passenger compartment, and an optional soft roof cover stores in the cargo area. A home storage case for the roof panel will be offered through GM Accessories.

Engineering the design

Despite its dramatic new look, engineers made only minor structural changes to create the Solstice coupe. The rear fenders and rear fascia are the same as those on the convertible. New taillight assemblies flow more smoothly into the tapered roofline.

"The Solstice coupe represents a major collaboration of design and engineering," said Bruce Kosbab, chief engineer. "The sleek lines of the new roof give the car a fresh appearance, yet only minimal changes were made to the body structure – it's a great example of building on an already solid foundation."

Lightweight structure

The roof's structure was strengthened with additional support elements, including an aluminum roof bow attached with aluminum brackets. The bow and brackets are stiff, yet low in mass, a design feature that pervades the coupe's overall construction. The roof includes a lightweight sheet molding compound cover affixed to a rigid aluminum frame for additional lightweight support. A lightweight magnesium roof panel frame weighs just 31 pounds (14.2 kg) and can be removed by one person. The cover is also made of sheet molding compound.

Powertrain and suspension

Because the change to a coupe body style resulted in only a slight increase in curb weight, no drivetrain or suspension changes were necessary to shift from the convertible body structure. Initial tests have shown that the Solstice coupe will deliver ride and handling, acceleration, braking and fuel economy comparable to the convertible model.

The coupe is powered by a standard 2.4L Ecotec four-cylinder engine that generates 173 horsepower (129 kW), while the GXP version is equipped with a 2.0L turbocharged Ecotec engine with 260

horsepower (194 kW).

Interior additions

Much of the coupe's interior remains the same as that of the convertible. However, the area behind the seats was redesigned for easy access to the cargo area, and a storage tray was mounted directly behind the headrests.

Removing the folding-top mechanism made way for a new, flat cargo floor and several storage compartments. The cargo area's covered bins provide secure storage for smaller items. Cargo tie-down hooks help secure irregularly shaped items.

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PONTIAC SOLSTICE COUPE PRELIMINARY SPECIFICATIONS

Overview

Models:	Pontiac Solstice Coupe, Solstice GXP Coupe
Body style / driveline:	2-passenger, 2-door coupe; front-engine, rear-wheel drive
Construction:	welded galvanized steel enclosed central tunnel and hydroformed tube
EPA vehicle class:	two-seater
Manufacturing location:	Wilmington, Del.
Key competitors:	base: Mazda MX-5 Miata retractable hardtop GXP: Nissan 350Z Coupe

Engines

	Ecotec 2.4L VVT	Ecotec 2.0L DI Turbo VVT
Type:	2.4L DOHC I-4	2.0L DOHC I-4
Displacement (cu in / cc):	145 / 2384	122 / 1998
Bore & stroke (in / mm):	3.46 x 3.85 / 88 x 98	3.39 x 3.39 / 86 x 86
Block material:	cast aluminum	cast aluminum

Cylinder head material:	cast aluminum	cast aluminum
Valvetrain:	DOHC, 4 valves per cylinder; variable valve timing	DOHC, 4 valves per cylinder; dual continuous variable valve timing
Ignition system:	electronic direct	individual coil-on-plug
Fuel delivery:	sequential multi-port fuel injection with high-pressure injectors and electronic throttle control	spark ignition direct injection (SIDI) with variable high-pressure rail and electronic throttle control
Compression ratio:	10.4:1	9.2:1
Horsepower (hp / kW @ rpm):	173 / 129 @ 5800*	260 / 194 @ 5300*
Torque (lb-ft / Nm @ rpm):	167 / 226 @ 4500	260 / 353 @ 2500-5250*
Recommended fuel:	premium recommended but not required	premium recommended but not required
Max engine speed (fuel cut-off):	7000 rpm	6350 rpm (fuel shut off)
Emissions controls:	close-coupled catalytic converters; Quick-Sync 58x ignition system; returnless fuel rail; fast-response O ² sensor	close-coupled catalytic converters, Quick-Sync 58x ignition system; returnless fuel rail; wide-range O ² sensor
EPA estimated fuel economy (city / hwy):	19 / 24 (automatic) 19 / 25 (manual)	19 / 26 (automatic) 19 / 28 (manual)

Transmission

Type:	5-spd manual (MA5)	5L40 5-spd automatic
Gear ratios (:1):		
First:	3.75	3.42
Second:	2.26	2.21
Third:	1.51	1.60
Fourth:	1.00	1.00

Fifth:	0.73	0.75
Reverse:	3.67	3.02
Final drive ratio:	base: 3.91:1 GXP: 3.73:1	base: 3.91:1 GXP: 3.73:1

Chassis/Suspension

Front:	base: independent short/long arm, with hollow 27.2 x 4.5 mm stabilizer bar GXP: independent short/long arm, with hollow 33.3 x 4.5 mm stabilizer bar
Rear:	base: independent short/long arm, with hollow 24.2 x 3.0 mm stabilizer bar GXP: independent short/long arm, with hollow 25.4x3.0 mm stabilizer bar
Steering type:	hydraulic power-assisted rack-and-pinion
Steering ratio:	16.4:1
Steering wheel turns, lock-to-lock:	2.7
Turning circle, curb-to-curb (ft / m):	34.8 / 10.6

Brakes

Type:	four-wheel disc, with ABS and electronic stability control (StabiliTrak)
Rotor diameter x thickness (in / mm):	front: 11.7 x 1 / 297 x 25, vented rear: 10.9 x 0.5 / 277 x 13, solid
Swept area (sq in / cc)	front: 243 / 1570 rear: 189 / 1221

Wheels/Tires

Wheel size and type:	base std: 18-inch x 8-inch five-spoke painted alloy; base opt: 18-inch x 8-inch five-spoke chromed aluminum and polished aluminum alloy GXP std: 18-inch x 8-inch five-spoke polished aluminum alloy or chromed aluminum
Tires:	base: P245/45R18 Goodyear Eagle RSA 96V all-season GXP: P245/45R18 Goodyear Eagle F1 GS2 96W high-performance

Dimensions

Exterior

Wheelbase (in / mm):	95.1 / 2415
Overall length (in / mm):	157.2 / 3992
Overall width (in / mm):	71.3 / 1810
Overall height (in / mm):	50.9 / 1292
Track (in / mm):	front: 60.7 / 1543
	rear: 61.4 / 1560
Curb weight, base (lb / kg):	base: 2930 / 1329 (est.) GXP: 3018 / 1369 (est.)
Weight distribution (front / rear), approx.:	50 / 50

Interior

Seating capacity:	2
Headroom (in / mm):	37.4 / 950
Legroom (in / mm):	42.8 / 1086
Shoulder room (in / mm):	52.4 / 1332
Hip room (in / mm):	50.6 / 1284

Capacities

EPA interior volume (cu ft / L):	50.8 / 1438
Passenger Volume (cu ft / L)	48.5 / 1373
Cargo volume (cu ft / L), includes storage beneath load floor:	5.6 / 159
Fuel tank (gal / L):	13.6 / 51.5
Engine oil (qt / L):	5 / 4.7
Cooling system (qt / L):	Base with: manual: 8.9 / 8.4 automatic: 8.7 / 8.2 GXP with: manual: 9.5 / 9.0 automatic: 9.3 / 8.8

*SAE certified.

Note: Information shown is current at time of publication.

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