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All-new Powertrain Choices in Jeep® Grand Cherokee Offer More Fuel Savings, Refinement and Capability

- Available with two leading engine options: NEW 3.6-liter Pentastar V-6 and 5.7-liter V-8
- 3.6-liter V-6 fuel consumption is rated at 11.4L/100km (combined) and CO2 of 265 g/km
- Over 10-percent improved fuel consumption compared to the previous V-6 model
- V-6 Variable-valve Timing (VVT) delivers 210 kW (286 hp DIN) of power and 347 N•m (256 lb.-ft.) of torque
- Featured with the 5.7-liter V-8 is VVT that delivers 259 kW (352 hp DIN) of power and 520 N•m (384 lb.-ft.) of torque
- Unsurpassed trailer tow capability of up to 3500kg (7,717 lbs.) for V-8 engine and 2268kg (5,000 lbs.) trailer tow capability with V-6 engine

June 30, 2010, Auburn Hills, Mich. -

Jeep® Grand Cherokee features the first application of the all-new 3.6-liter Pentastar V-6 engine, part of Chrysler

Group LLC's \$3.6 billion powertrain offensive. This all-new 3.6-liter V-6 engine is standard on the Grand Cherokee and features an all-new design with double overhead camshafts (DOHC) and a high-pressure die-cast aluminum cylinder block in a 60-degree configuration. It features Variable-valve Timing (VVT) and delivers 210 kW (286 hp DIN) of power at 6,350 rpm and 347 N•m (256 lb.-ft.) of torque at 4,300 rpm, providing customers more than a 10-percent improvement in fuel consumption.

"Our all-new 3.6-liter V-6 engine offers improved fuel economy, refinement and capability," said Phil Jansen, Chief Engineer Model Responsible - Grand Cherokee, Chrysler Group LLC. "The all-new engine delivers improved performance and the capability Jeep customers demand."

It is coupled with the proven W5A580 five-speed automatic transmission that delivers smooth shifts and optimum fuel consumption. The five-speed W5A580 transmission includes adaptive electronic control or Electronic Range Select (ERS) driver-interactive manual control and an electronically modulated torque converter clutch.

Refinement was a key objective for every component during the design phase of the engine and was achieved by utilizing advanced computer-aided engineering techniques. Structural, intake and exhaust areas of the engine are designed to deliver low levels of overall noise and achieve specific sound quality goals that meet discerning customer requirements. The result is a refined engine in all applications. Idle quality refinement is improved due to use of the dual independent cam phasing.

An environmentally friendly oil filter system with optional integrated oil cooler is used to help protect the environment via incineration of the filter element. The use of long-life spark plugs and a high-energy coil-on-plug ignition system also help to reduce cost of ownership.

The all-new Jeep Grand Cherokee offers trailer tow capability of up to 2268kg (5,000 lbs.) on models equipped with the Pentastar V-6 engine.

All-new 3.6-liter V-6 Technical Specifications

Availability: Standard on all models

Type and Description: 60-degree V-type, liquid-cooled
Displacement: 3604 cu. cm (220 cu. in.)
Bore x Stroke: 96.0 x 83.0mm (3.78 x 3.27 in.)
Valve System: Variable-valve Timing, chain-driven DOHC, 24 valves and hydraulic end-pivot roller rockers
Fuel Injection: Sequential, multi-port, electronic, returnless
Construction: Aluminum deep-skirt block, aluminum alloy heads
Compression Ratio: 10.2:1
Power: 210 kW (286 hp DIN) @ 6,350 rpm
Torque: 347 N•m (256 lb.-ft.) @ 4,300 rpm
Max. Engine Speed: 6,400 rpm (electronically limited)
Fuel Requirement: Unleaded regular, 87 octane (R + M)/2
Oil Capacity: 5.7L (6.0 qt.)
Coolant Capacity: 9.85L (10.4 qt.)
Emission Controls: Dual closed-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features
Fuel Consumption Rating: 11.4L/100km (combined) and CO₂ of 265 g/km

Assembly Plant: Trenton South Engine Plant, Trenton, Michigan, USA

The all-new Jeep Grand Cherokee is also available with the legendary 5.7-liter Multi-displacement System (MDS) V-8 engine. Featuring VVT, it delivers 259 kW (352 hp DIN) of power at 5,200 rpm and 520 N•m (384 lb.-ft.) of torque at 4,200 rpm.

The 5.7-liter engine's fuel-saving MDS seamlessly alternates between smooth, high-fuel-consumption four-cylinder mode when less power is needed and V-8 mode when more power is in demand. This optimizes fuel consumption when V-8 power is not required, without sacrificing vehicle performance or capability.

The all-new Jeep Grand Cherokee offers unsurpassed trailer tow capability of up to 3500kg (7,717 lbs.) when equipped with the 5.7-liter V-8 engine.

5.7-liter MDS V-8 Technical Specifications

Availability: Optional for Laredo, Limited & Overland
Type and Description: 90-degree V-type, liquid-cooled
Displacement: 5654 cu. cm (345 cu. in.)
Bore x Stroke: 99.5 x 90.9mm (3.92 x 3.58 in.)
Valve System: Variable-valve Timing, pushrod-operated overhead valves, 16 valves, eight deactivating and eight conventional hydraulic lifters, all with roller followers
Fuel Injection: Sequential, multi-port, 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: 259 kW (352 hp DIN) @ 5,200 rpm
Torque: 520 N•m (384 lb.-ft.) @ 4,200 rpm
Max. Engine Speed: 5,800 rpm (electronically limited)
Fuel Requirement: Unleaded mid-grade, 89 octane (R+M)/2 - recommended, unleaded regular, 87 octane (R+M)/2 - acceptable
Oil Capacity: 6.6L (7 qt.)
Coolant Capacity: 15.16L (16 qt.)
Emission Controls: Dual close-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features
Fuel Consumption Rating: 14.1L/100km (combined) and CO₂ of 327 g/km

Assembly Plant: Saltillo Engine Plant, Saltillo, Mexico

For international markets, the all-new Jeep Grand Cherokee will be available in right-hand drive in late 2010.

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