

Chrysler Group Will Equip More than 750,000 SUVs with Electronic Stability

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- **Electronic Stability Will Become Standard Equipment**

DaimlerChrysler's Chrysler Group announced today that it will make its Electronic Stability Program (ESP) standard on all of its SUVs in 2006 in the United States, including several models as early as 2005.

"We at the Chrysler Group design stability and handling capability into all of our vehicles," said Eric Ridenour, Executive Vice President of Product Development, Chrysler Group. "Electronic Stability Program is one of the many technologies we use to enhance driver control and make the vehicles even safer. We'll be equipping more than 750,000 SUVs within the first full year of implementation."

DaimlerChrysler's Mercedes-Benz invented ESP and was the first company to equip a vehicle with the technology on its Mercedes-Benz S-Class in 1995. Since its introduction, ESP has been standard on the S-Class. In 1997, the company launched the industry's first SUV with ESP: the M-Class.

Electronic Stability Program enhances driver control and helps maintain directional stability under all conditions. It provides the greatest benefit in critical driving situations, such as turns, and is especially valuable when driving on mixed surface conditions, such as patchy snow, ice or gravel. If there's a discernible difference between what the driver asks through the steering and the vehicle's path, ESP applies selective braking and throttle input to put the car back onto the driver's intended path.

The system is calibrated to offer safe control of the vehicle under a variety of conditions, and to operate in a manner that is not intrusive in normal or spirited driving.

The ESP system is currently available on Chrysler Crossfire and 300, Dodge Magnum and Jeep® Grand Cherokee.

Chrysler Group has introduced an additional enhancement on the all-new Jeep Grand Cherokee, an electronic rollover mitigation system that extends the ESP technology and provides enhanced vehicle stability during emergency maneuvers on all surfaces. The system observes and monitors the vehicle roll attitude and lateral force to estimate the potential for a rollover situation. If necessary, the engine torque is reduced and a short burst of full braking is applied to the appropriate wheel to help stabilize the vehicle attitude and reduce the vehicle's lateral force.

These systems build on the Chrysler Group electronic chassis controls, which include Anti-Lock Brake System (ABS) and All-Speed Traction Control (TCS). The Anti-Lock Brake System keeps the vehicle straight while retaining steering capability when braking on slippery surfaces by preventing wheel lock-up. It benefits from state-of-the-art electronics that provide a more refined system response than in the past. All-Speed TCS enhances mobility and prevents wheel slip when accelerating on slippery surfaces. It also provides a measure of directional stability control – an advancement beyond prior traction control systems. Using the wheel-speed sensors, it can detect excessive yaw and help keep the car on the intended course as, for instance, when accelerating around a curve.

In addition to the brake engagement at low speeds used by conventional traction control systems, All-Speed TCS uses throttle control as well. This makes the vehicle less reliant on brake application alone to maintain traction, increases the operating speed range and more closely modulates speed and acceleration to provide smoother operation. With All-Speed TCS reducing engine torque when accelerating, it is possible to achieve almost seamless torque application at the wheels. All-Speed TCS also benefits from state-of-the-art electronics that provide a much more refined system response than in the past.

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