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FCA Canada: All-new 2020 Jeep® Gladiator: The Most Capable Midsize Truck Ever

Legendary 4x4 Capability, Authentic Design Builds on Rich Jeep® Truck Heritage, Best-in-Class Towing and 4x4 Payload, Clever Functionality and Versatility, Advanced Fuel-efficient Powertrains, Open-air Freedom, and Loaded with Safety Features and Intuitive Technology

- Unmatched capability with Command-Trac and Rock-Trac 4x4 systems, third-generation Dana 44 axles, Tru-Lock electric front- and rear-axle lockers, Trac-Lok limited-slip differential, segment-exclusive electronic sway-bar disconnect and 33-inch off-road tires
    - Unmatched crawl ratios
    - Up to 76 centimetres (30 inches) of water fording
- Best-in-class towing and 4x4 payload
    - Up to 3,469 kilograms (7,650 pounds) of towing capacity
    - Up to 725 kilograms (1,600 pounds) of payload capacity
- Crew cab configuration features a durable five-foot steel bed with covered external power source and strong integrated tie-downs, providing versatility for flexible cargo options
- Modern, authentic design instantly recognizable as a Jeep®
    - Iconic keystone-shaped grille, round headlamps and square tail lamps
    - Rugged-yet-distinguished design bolsters aerodynamics
    - Convenient, fold-down windshield for off-road purists
    - The only true open-air 4x4 pickup truck with easy-to-use premium soft top and two available hard tops
    - Dozens of different door, top and windshield combinations
- Lightweight, high-strength aluminum doors, hinges, hood, fenders, windshield frame, and tailgate help curtail weight and boost fuel economy
- Suspension tuned to optimize on-road handling and ride comfort without sacrificing off-road capability, payload or towing capability
- Advanced fuel-efficient powertrains
    - 3.6-litre Pentastar V-6 engine with Engine Stop-Start (ESS)
    - Eight-speed automatic or six-speed manual transmission
    - 3.0-litre EcoDiesel V-6 with ESS and an eight-speed automatic transmission available in 2020
- Fourth-generation Uconnect system includes Apple CarPlay, Android Auto and the choice of 7.0- or 8.4-inch touchscreens with pinch-and-zoom capability
    - Forward-facing off-road camera available on Rubicon allows obstructions on the trail to be easily seen

- Packed with more than 80 available advanced safety and security features

November 28, 2018, Los Angeles - The all-new 2020 Jeep® Gladiator – the most capable midsize truck ever – builds on a rich heritage of tough, dependable Jeep trucks with an unmatched combination of rugged utility, authentic Jeep design, open-air freedom, clever functionality and versatility, best-in-class towing and 4x4 payload, advanced fuel-efficient powertrains, superior on- and off-road dynamics and a host of innovative safety and advanced technology features.

“Unquestionably a truck and instantly recognizable as a Jeep, the all-new 2020 Gladiator is the ultimate vehicle for any outdoor adventure,” said Tim Kuniskis, Head of Jeep Brand - North America. “There is tremendous demand for this unique vehicle from our loyal Jeep customers and pickup truck buyers everywhere. Born from a rich and proud heritage of tough, dependable Jeep trucks, Gladiator combines rugged utility, versatility and functionality resulting in the most capable midsize truck ever.”

The all-new 2020 Jeep Gladiator delivers unmatched capability with best-in-class towing and 4x4 payload capacity, composed on-road driving dynamics and passenger safety. Legendary off-road capability comes courtesy of the Command-Trac and on Rubicon models Rock-Trac 4x4 systems, third-generation Dana 44 axles, Tru-Lock electric front- and rear-axle lockers, Trac-Lok limited-slip differential, segment-exclusive sway-bar disconnect and 33-inch off-road tires.

The 2020 Jeep Gladiator is available in these different trim configurations: Sport, Sport S, Overland and Rubicon.

Built in Toledo, Ohio, the all-new 2020 Jeep Gladiator arrives in showrooms in the second quarter of 2019.

Modern take on authentic Jeep design
The all-new 2020 Jeep Gladiator boasts a rugged, distinguished design aesthetic that is immediately recognizable with traditional Jeep design cues.

The Jeep design team kept the legendary seven-slot grille seen on Wrangler but widened the grille slots for additional air intake to assist with the best-in-class towing capacity. The top of the keystone-shaped grille is gently swept back to enhance aerodynamics.

Gladiator Overland and Rubicon models offer available LED headlamps and fog lamps that project crisp white lighting, adding to the truck’s modern look. Gladiator models equipped with LEDs feature daytime running lights, which form a halo around the outside perimeter of the headlights. Forward turn signals are positioned on the front of the trapezoidal wheel flares.

From behind, traditional square tail lamps feature available LED lighting and give way to a wide tailgate opening for unobstructed loading of cargo into the bed. The tailgate is damped and capable of stopping in three positions, while cargo is easily secured with a power-locking tailgate.

Clever functionality and versatility were the focus while designing the Gladiator’s durable bed to streamline usability. Under-rail bed lighting, an available covered external power source (400W 115-volt, three-prong) and strong integrated tie-downs, provide durability and versatility. The available Trail Rail Cargo Management System provides additional storage options to organize and secure cargo.

The full-size spare tire and mount is located under the bed, behind the rear axle, and capable of holding up to a 35-inch tire.

An available spray-in bed liner, bed divider and tonneau cover provide even more options to keep cargo secure while helping with durability. Gladiator Rubicon models are equipped with protective cab and cargo bed rock rails.

A four-bolt design at the top of the windshield’s frame allows for the windshield to fold down quickly and easily. A header bar connects the A-pillars and stays in place even when the windshield is folded down. This allows the rearview mirror to remain in place even with the windshield folded.

Two-piece body-colour fender flares with a black lower insert give a raised profile and are standard on Overland and available on Rubicon models.

Lightweight, high-strength aluminum doors feature the Torx bit size stamped directly onto the hinge to eliminate guessing which size bit is needed to remove the doors. A tool kit with the necessary Torx bits to remove the doors and lower the windshield is provided as standard equipment.

All Gladiators feature body-coloured sport bars, which are welded to the body and feature integrated grab handles for front occupants.

A premium Sunrider soft top provides a segment-exclusive easy open-air option, which helps to quiet wind noise and allows for access to partial and full-open top positions. The soft top features retainers that slide into a track for easy rear window removal.

Gladiator Overland and Rubicon models share an available three-piece body-colour hardtop option, offering a unique, premium appearance, while a black three-piece hardtop, available on Sport and Rubicon models and Standard on Overland, offers even more options for open-air driving. The two Freedom panels and quick-release latches enable a fast removal and installation of the hardtop. All hardtops feature a manual rear-sliding window.

Dozens of different door, top and windshield combinations allow for endless configuration possibilities.

Authentic interior design boasts premium features and technology
The new 2020 Jeep Gladiator's interior combines authentic styling, versatility, comfort and intuitive feature use. Precision craftsmanship and high-quality materials are found throughout the cabin.

The heritage-inspired centre stack features a clean, sculpted form that complements the horizontal dashboard design and sports a finish dictated by the model choice. A hand-wrapped instrument panel features a soft-touch surface with accent stitching on Gladiator Overland and available on Rubicon models. Functional features, including climate and volume control knobs, media charging and connectivity ports, and ESS control are all sculpted for quick recognition and are easily within reach of the front-seat occupants. Inboard and outboard circular HVAC vents are surrounded by a platinum chrome bezel for a precise and premium yet rugged appearance.

Jeep functionality and versatility are celebrated in the centre console and distinguished with metal-plated accents. The centre console houses gear shift selection, transfer case and parking brake. Real bolts featured on the shifter, grab handles and the infotainment screen's frame highlight genuine construction methods.

A push-button starter, featuring a weather-proof surround, is standard on the 2020 Gladiator and is easily located within the driver's reach.

Cloth or leather-contoured seats feature accent stitching and adjustable bolster and lumbar support. Available comfort features include heated front seats and steering wheel.

All-new rear seats feature high-quality premium materials giving the seats an athletic look that also delivers comfort and support. The rear seats, exclusive to Gladiator, features segment-leading rear leg room and utilizes a unique design that can be locked in place to provide secure storage behind the seat back. The rear seats can be folded flat to access cab-back storage and provide a load floor for larger items.

With the rear seats folded flat, LED lights on the quarter trim panels illuminate the storage space behind the seats. Two storage nets on the cab-back wall provide even more secure storage.

Clever storage solutions are found throughout the 2020 Gladiator, including durable mesh pockets that extend the entire length of the doors and numerous phone storage areas.

The rear seat cushions can fold up into "stadium" position to reveal a standard open storage bin, which utilizes the space under the seat for stowing miscellaneous items. An optional lockable bin provides secure storage space when the top or doors are removed. The available lockable storage bin features two different size doors that correspond to

the 60/40 split rear seat cushion. Removable dividers can provide up to five separate compartments and uses the same lock as the glove box and centre console.

A removable bolt bin fits in the under-seat storage space and makes it easy to secure bolts when the doors and top are removed, or the windshield is folded down. The bolt bin lid indicates the corresponding number of bolts and their location under the lid in Petroglyph style.

The driver and front passenger vinyl-wrapped door-trim panels are soft to the touch. Lift-Assist handles under each door armrest feature an integrated pull-cup design that makes door removal quick and easy. Convenience features include passive entry with Keyless Go.

The instrument cluster features a 3.5- or an available 7-inch thin-film transistor (TFT) information LED display. The 7-inch LED display allows the driver to configure information in more than 100 ways, including current media being played, tire pressure, tire-fill alert, or digital speed readout. Integrated buttons on the steering wheel control audio, voice, and speed functions and allowing the driver to keep their hands on the wheel at all times.

The available 7.0- or 8.4-inch touchscreen displays house the fourth-generation Uconnect system and sits prominently atop the centre stack. The fourth-generation Uconnect system enhances the user interface and system performance with quicker startup times and improved screen resolution. A 5.0-inch touchscreen is standard on Gladiator Sport. Directly below the touchscreen are functional features such as climate and volume control knobs and media connectivity ports.

Exclusive to Gladiator Rubicon models, an optional forward-facing off-road camera allows obstructions ahead on the trail to be easily seen. The front camera sits behind the middle slot of Gladiator's seven-slot grille and can be accessed through the available Off-road Pages.

Two USB ports and a USB-C port up front and two in reach of occupants in the back seat connect to the media centre. A 115-volt AC outlet is available to power select three-pronged home electronics.

Optional audio upgrades include a weather-proof subwoofer and a portable wireless speaker located behind the rear seat. LED lights on quarter-trim panels illuminate the storage space and the docking station for the wireless speaker. A net on the left side of the cab wall provides additional storage when equipped with the subwoofer and wireless speaker.

Advanced fuel-efficient powertrains
The all-new Jeep Gladiator offers the proven 3.6-litre Pentastar V-6 engine at launch with a 3.0-litre EcoDiesel V-6 engine being offered in 2020.

3.6-litre Pentastar V-6 engine
The FCA US 3.6-litre Pentastar V-6 engine delivers 285 horsepower and 260 lb.-ft. of torque and features ESS as standard equipment. It is engineered to provide a broad torque band with a focus on low-end torque – an essential trait needed for extreme off-roading.

A six-speed manual transmission is standard on all Gladiator models equipped with the 3.6-litre Pentastar V-6, and an eight-speed automatic transmission is optional.

Known for its refinement, power, efficiency, and adaptability, the Company has produced more than 8.6 million 3.6-litre V-6 Pentastar engines since production began in 2010. The award-winning engine family is currently built at three plants – Trenton (Michigan) Engine Complex, Mack Avenue (Detroit) Engine and Saltillo (Mexico) South Engine.

The 2020 Jeep Gladiator benefits from the popular V-6 engine's low-range torque, which is needed when out on the trails or during demanding conditions such as hauling cargo or towing a trailer.

3.0-litre EcoDiesel V-6 engine
The 3.0-litre EcoDiesel engine will be available starting in 2020. Gladiator models will offer the 3.0-litre EcoDiesel V-6

engine, rated at 260 horsepower and 442 lb.-ft. of torque, with ESS standard. An eight-speed automatic transmission is standard and is designed to handle the increased torque output.

FCA US engineers adapted the engine – designed and manufactured by FCA EMEA – to meet the NAFTA region's regulatory requirements.

The EcoDiesel V-6 engine implements refined turbocharger technology with a low-friction bearing designed for low-end and transient performance. The EcoDiesel V-6 engine also features low-friction pistons to improve fuel economy, reduce greenhouse gas emissions and provide an enhanced combustion system – injector nozzle, piston bowl, and glow plug with integrated combustion pressure sensor to optimize combustion. Low Pressure Cooled EGR assists to combine with the high-pressure system to expand the range of EGR usage and improve fuel economy.

Eight-speed automatic transmission

The new 2020 Jeep Gladiator offers an eight-speed automatic transmission, enabling the vehicle to optimize engine output while on the trails or enjoying smooth, efficient power delivery at highway speeds. The eight-speed automatic is available on all Jeep Gladiator models.

Gladiator's eight-speed automatic transmission offers a responsive driving experience. Whether commuting during the week or rock crawling or hauling cargo on the weekend, customers will enjoy a smooth, linear power delivery and improved fuel efficiency.

A unique set of two overdrive ratios improve highway fuel economy and reduce overall noise, vibration and harshness (NVH) levels.

Uniquely suited to the requirements of the Gladiator Rubicon model, the eight-speed automatic transmission delivers a 77.2:1 crawl ratio. The towing and 4x4 performance benefits from a 4.7:1 first gear ratio coupled with a 4.1:1 final drive delivers unmatched capability.

Six-speed manual transmission

All-new 2020 Jeep Gladiator models are equipped with the standard six-speed manual transmission. This transmission features a unique design that employs optimized gear ratios for bolstered crawl ratio performance and is cable-operated, eliminating shifter vibration and bolstering sound isolation.

The shift pattern features a comfortable shifting position and bolsters shift accuracy. A 4.41 ratio spread offers impressive fuel efficiency at faster speeds and delivers quick acceleration with smooth, precise shift quality.

Most capable midsize truck ever without compromise

The all-new 2020 Jeep Gladiator delivers legendary off-road capability courtesy of two advanced 4x4 systems. The Command-Trac 4x4 system, standard on Sport and Overland, features a two-speed transfer case with a 2.72:1 low-range gear ratio, and heavy-duty third-generation Dana 44 front and rear axles with a 3.73 rear axle ratio.

On Gladiator Rubicon, a Rock-Trac 4x4 system features heavy-duty third-generation Dana 44 front and rear axles with a "4LO" ratio of 4:1. A 4.10 front and rear axle ratio is standard as are Tru-Lok locking differentials.

Gladiator Rubicon models offer improved articulation and total suspension travel with help from a segment-exclusive electronic sway-bar disconnect. With the standard six-speed manual transmission, Gladiator Rubicon has an impressive crawl ratio of 84.2:1, and 77.2:1 on Rubicon models equipped with the optional eight-speed automatic transmission – both of which makes scaling any obstacle on the trail easy.

Both Command-Trac and Rock-Trac systems offer full-time torque management, enabling optimal grip in low-traction conditions.

An available Trac-Lok limited-slip rear differential on Sport and Overland provides extra torque and grip during slippery, low-traction situations, such as driving over sand, gravel, snow or ice.

Gladiator Sport, Overland and Rubicon models receive a Trail Rated badge thanks to legendary Jeep 4x4 capability, which includes features such as:

- Command-Trac 4x4 system with 2.72:1 crawl ratio standard on Sport and Overland models
- Rock-Trac 4x4 system with a “4LO” ratio of 4:1 and Tru-Lok locking differentials standard on Rubicon models
- Skid plates and front and rear tow hooks
- Standard on Rubicon rear steel heavy-duty off-road rear bumper and available front steel winch-ready bumper with removable end caps
- Approach angle of 43.6 degrees, breakover angle of 20.3 degrees, departure angle of 26 degrees and ground clearance of 11.1 inches
- Aggressive available 17-inch off-road wheels; Rubicon models get 33-inch tires standard
- Up to 76 centimetres (30 inches) of water fording
- Up to 3,469 kg (7,650 lbs.) towing and 725 kg (1,600 lbs.) 4x4 payload capacity

Rugged body-on-frame design is the foundation for legendary Jeep truck utility and durability

The 2020 Jeep Gladiator utilizes a variety of ways to optimize ride, handling and sound characteristics while bolstering fuel economy even while towing and hauling. Utilizing a body-on-frame design and featuring a superbly engineered five-link suspension system, Gladiator delivers on capability, with composed on-road driving dynamics, passenger safety and best-in-class towing and 4x4 payload capacity.

Gladiator’s body-on-frame design uses advanced materials and engineering to be lightweight yet stiff and durable, and features an all-new lightweight, high-strength steel frame. When compared to Jeep Wrangler 4-door, Gladiator’s frame is an additional 78 centimetres (31 inches) longer while the wheelbase is 49 cm (19.4 in.) longer. The longer wheelbase and the bed’s positioning centre aft of the rear axle centerline enables for better weight distribution and a more comfortable and composed ride when carrying cargo. The prop shaft, brake and fuel lines and exhaust system were lengthened to accommodate the changes needed to make the proven body-on-frame design work with the most capable midsize truck ever.

A traditional steel bed utilizes four steel cross-members to reinforce the load floor while the aluminum tailgate is damped. Utility and versatility are maximized with strong integrated tie-downs, under-rail bed lighting and an optional covered external power source.

To protect critical vehicle components while on the trail, including the fuel tank, transfer case and automatic transmission oil pan, Gladiator employs four skid plates and bars. Rubicon models benefit from the use of heavy gauge tubular steel rock rails to curtail potential body damage inflicted while out on the trail. Rubicon models also feature segment-exclusive rock rails for the bed corners.

The use of lightweight, high-strength aluminum closures, including the doors, door hinges, hood, fender flares, windshield frame and tailgate help curtail weight and boost fuel economy. Other ways the Jeep engineering team looked to manage weight included using hollow track and stabilizer bars, aluminum engine mounts and steering gear.

Gladiator utilizes the proven five-link coil suspension configuration with the front suspension using a lateral control arm and four longitudinal control arms. Full-width track bars made of forged steel control lateral movement of the axle with minimal angle change during suspension travel.

The rear five-link coil suspension design, exclusive to Gladiator, features two upper and two lower forged steel control arms for longitudinal control, and a track bar for lateral axle control. The control arms are located under of the frame rails while the rear shocks are forward facing to provide consistent damping for ride comfort and load management.

The springs have been tuned for an optimum balance between on-road handling while providing a comfortable ride around town, with or without cargo in the bed, and legendary off-road capability. Ride comfort, body-roll control, handling, payload and towing capability is significantly enhanced with assistance from shock tuning, hard points, and body mount strategy.

An approach angle of 43.6 degrees, breakover angle of 20.3 degrees, departure angle of 26 degrees and a ground clearance of 11.1 inches allows Gladiator to go anywhere.

Gladiator also benefits from up to 76 centimetres (30 inches) of water fording, up to 725 kg (1,600 lbs.) of payload and up to 3,469 kg (7,650 lbs.) of towing capacity with the available Max Towing Package.

More than 80 available advanced safety and security features

Safety and security were paramount in the development of the all-new 2020 Jeep Gladiator, which offers more than 80 available active and passive safety and security features. Available features include Blind-spot Monitoring and Rear Cross Path detection and forward-facing off-road camera, standard ParkView rear backup camera with dynamic grid lines, Adaptive Cruise Control, and electronic stability control (ESC) with electronic roll mitigation.

Fourth-generation Uconnect system delivers advanced technology

The all-new 2020 Jeep Gladiator offers three Uconnect systems – Uconnect 5-, 7-inch and 8.4NAV, delivering communication, entertainment and navigation features drivers and passengers desire, including a full-colour LED instrument cluster.

The Uconnect system includes easy-to-use features, enhanced processing power, faster startup times, and touchscreens that display high-resolution graphics.

Apple CarPlay and Android Auto features

The all-new 2020 Jeep Gladiator is available with the Uconnect 7.0 or 8.4NAV systems and includes the new Apple CarPlay and Android Auto features.

Apple CarPlay

Seamlessly integrates an iPhone with the vehicle's built-in display and controls in addition to featuring Siri Voice control. IPhone-equipped drivers can make phone calls, access music, send and receive messages, and receive voice-guided navigation optimized for traffic conditions and more, while staying focused on the road.

Android Auto

System shares useful information when driving and makes it easy to access the best of Google technology. Featuring Google Maps with free voice-guided navigation, live traffic information, lane guidance, and on-demand access to 30 million songs with Google Play Music, plus the ability to place phone calls or send and receive messages while keeping hands on the wheel and ask Google search any question. Android Auto also makes it easy to access popular apps and content from the Uconnect system's touchscreen.

Drivers and passengers also have an abundance of infotainment features at their fingertips with SiriusXM Radio, Travel Link, Traffic and Connected Services that provide real-time information.

Manufacturing

The all-new Jeep Gladiator is built in Toledo, Ohio, where Jeep vehicles have rolled off the assembly line since 1941. The new truck will make its production home in the south plant of the Toledo Assembly Complex, where the Jeep Wrangler JK was built until April 2018. The Toledo South Assembly Plant, or what has also been known as Toledo Supplier Park, was built in 2005, highlighting an innovative supplier co-location concept where supplier partners build and manage key manufacturing process facilities completely within the plant "footprint." FCA US will utilize that same manufacturing system to produce the new Jeep truck, working with two of the original supplier partners. Kuka and Hyundai Mobis will supply the body and chassis, respectively. Production is expected to begin in the first half of 2019.

Manufacturing capacity for the new truck was created by moving production of the next generation Jeep Wrangler to the north side of the Toledo Assembly Complex as part of a $4.5 billion (U.S.) industrialization plan to realign the Company's U.S. manufacturing base to expand the Jeep and Ram brands. FCA US invested $700 million (U.S.) to retool the north plant and added more than 700 new jobs to support production of the new Wrangler.

Rich heritage of tough, dependable Jeep trucks

The all-new 2020 Gladiator is the latest iteration in a long line of Jeep trucks that began back in 1947 when Willys Overland introduced a one-ton truck with four-wheel drive based on the CJ-2A. With more than 40 years of rich heritage to draw from, Gladiator is the latest in a long line of Jeep trucks that includes:

Jeep Pickup: 1947-1965
A 300 cm (118-inch) wheelbase pickup that realized few product changes. It was Willys-Overland's first attempt to diversify the Jeep brand from the CJ.

Jeep FC-150/170 Pickup: 1957-1965
These Forward-Control series Jeep vehicles were essentially work trucks – with an 205 cm (81-inch) wheelbase for the FC-150 and 262 cm (103.5 inches) for the FC-170. They received few changes during their lifecycle, though some 1959 and 1960 models featured full-floating front and rear axles, and some FC-170 models included dual rear wheels and a four-speed manual transmission.

Jeep Gladiator/J-Series Pickup: 1963-1987
Resembling the Wagoneer, Gladiator debuted in 1963 in either 305 cm (120-inch) (J-200) or 320 cm (126-inch) (J-300) form and featured a Dana 20 transfer case and Dana 44s front and rear. The Gladiator name was dropped in 1972.

Jeep CJ-8 Scrambler: 1981-1985
Introduced in 1981, the Scrambler was a Jeep similar to the CJ-7, but with a longer wheelbase. Known internationally as the CJ-8, it was available in either hard- or soft-top versions. Less than 30,000 Scramblers were built, and are extremely popular among collectors today.

Jeep Comanche (MJ): 1986-1992
Based on the Cherokee platform and similarly equipped, the pickup received a six-foot bed in 1987. Later models offered Selec-Trac® or Command-Trac four-wheel drive.

Mopar/Jeep Performance Parts
The Mopar brand will offer more than 200 new or redesigned Jeep Performance Parts and accessories for owners to personalize the all-new 2020 Jeep Gladiator at launch. Mopar products will include active lifestyle, truck-capable accessories such as tonneau covers and a spray-in bedliner, performance content such as lift kits, off-road lights, rock rails and wheels, as well as much more developed specifically for the new Jeep Gladiator.

Mopar parts and accessories for the Gladiator are backed by a factory warranty and were created in close conjunction with the Jeep brand, engineering and the product design office through tens of thousands of hours of development, testing and validation. The strictest standards and factory-exclusive data — information not available to the aftermarket — were used to seamlessly integrate Mopar parts and accessories with the Gladiator and deliver proper fit, finish and quality down to the colour, grain, look and line of each product.

FCA Canada
Founded as the Chrysler Corporation in 1925, FCA Canada Inc. is based in Windsor, Ontario, and celebrates its 97th anniversary in 2022. FCA Canada is a wholly owned subsidiary of FCA, a North American automaker based in Auburn Hills, Michigan and member of the Fiat Chrysler Automobiles N.V. (FCA) family of companies. FCA Canada has approximately 440 dealers that sell Chrysler, Dodge, Jeep®, Ram, FIAT and Alfa Romeo products, as well as SRT performance products. The company also distributes Mopar and Alfa Romeo parts and accessories. In addition to its assembly facilities, which produce the Chrysler Pacifica, Chrysler Pacifica Hybrid, Chrysler Voyager and Chrysler Grand Caravan (Windsor) and Chrysler 300, Dodge Charger and Dodge Challenger (Brampton), FCA Canada operates an aluminum casting plant in Etobicoke, a research and development centre in Windsor, and has sales offices and parts distribution centers throughout the country.

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