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Chrysler Group Advanced Diesel Engines Have Come a Long Way

September 26, 2004, Auburn Hills, Mich. -

- Up to 30 percent better fuel economy compared to equivalent gasoline engines
- An average of 20 percent reduction in CO2 emissions compared to equivalent gasoline engines
- Fun-to-drive diesels offer performance amplified by low-end torque

Diesel engines have come a long way from the loud, noisy powerplants of an earlier time. Today's diesel engines utilize advanced technology to offer smooth, responsive performance while increasing fuel economy approximately 30 percent and reducing CO2 emissions an average of 20 percent, compared to equivalent gasoline-powered vehicles. Chrysler Group's new diesels are a key technology available today that can dramatically reduce the amount of crude oil consumed worldwide with an existing infrastructure.

"Modern diesel engines offer our customers a combination of smooth power delivery, great low-end torque and excellent fuel economy," said Eric Ridenour, Executive Vice President of Product Development, Chrysler Group. "Unlike other options, diesels give these customer benefits in both city and highway driving conditions."

Chrysler Group's new 2.8-liter Common Rail Diesel (CRD) engine will join the line up of engines offered in the Jeep® Liberty. The sophisticated powerplant has the torque of a V-8, the acceleration of a V-6 and the fuel economy of a 4-cylinder engine. Although it's equipped with 160 hp and 295 lb.-ft. of torque, the 2.8-liter is designed to be a quiet, smooth-running engine that produces lower carbon dioxide (CO2) emissions without sacrificing performance.

"The 2.8-liter CRD is among today's advanced diesel engines that emit 60 percent less emissions than diesel engines of 20 years ago," said Craig R. Love, Vice President, Rear-Wheel-Drive Product Team and Core Team Leader, Chrysler Group. "Additionally, the noise, vibration and harshness issues that characterized early diesel-powered vehicles have been dramatically reduced in the 2.8-liter CRD."

A long standing member of Chrysler Group's powertrain offerings is the Cummins Turbo Diesel. Better drivability, clean and quiet, the new Cummins 610 Turbo Diesel sets the standard for advanced diesel technology. In 1988, Chrysler Group and Cummins revolutionized the diesel pickup with the Cummins Turbo Diesel. In 2005, the newest version of the engine was introduced, the Cummins "610". With 610 lb.-ft. of end torque and 325 hp, the new engine provides better performance for trailer towing, acceleration, throttle response and drivability.

Advanced diesel is a proven technology. For years, Europeans have enjoyed the fuel economy benefits that diesel engines provide. More than 42 percent of all passenger vehicles sold in the European Union, and an even higher proportion of luxury vehicles sold there today, are powered by diesel engines.

"New sophisticated diesels offer a fun-to-drive experience with performance amplified by low-end torque," said Love. "For example, the 2.8-liter CRD in the 2005 Liberty adds to the already high Jeep utility and makes for a great overall package for our customers."

Advanced diesels are one of the sophisticated technologies available today in coexistence with hybrids as a short-term solution while fuel cell technology is a potential long-term solution to the fuel economy enigma. Chrysler Group continues to invest in and develop diesel technology for better fuel economy and fewer emissions as a core competence.

Light-duty diesel nitrogen oxides (NOx) and particulate matter (PM) have already been reduced by over 60 percent. In the last 20 years further improvements are required and will be achieved under Tier 2 and LEV II. The use of bio-diesel in these engines can contribute to further reduction of petroleum consumption and CO2 emissions.

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