

Contact: Rick Deneau
Bryan Zvibleman

All-new Powertrain Choices in 2011 Jeep Grand Cherokee Offer More Fuel Savings, Refinement and Capability

- More fuel efficient V-6 engine in all-new 2011 Jeep® Grand Cherokee features 11 percent improved fuel economy, 33 percent improved horsepower, 11 percent improved torque
- Environmental-friendly design: lead-free engine, recyclable oil filter element with no-spill removable feature
- Available 5.7-liter HEMI® V-8 generates 360 hp (268 kW) and 390 lb.-ft. of torque (520 N•m) @ 4,250 rpm – features VVT and fuel-saving Multi-displacement System (MDS) technology with dual exhaust to maximize efficiency

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Engines available in the all-new 2011 Jeep Grand Cherokee include the all-new flex-fuel 3.6-liter V-6 and 5.7-liter HEMI® V-8.

The new 3.6-liter V-6 engine, part of Chrysler's \$3.6 billion powertrain offensive, is introduced for the first time in the all-new 2011 Jeep Grand Cherokee.

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

The 3.6-liter V-6 engine is an all-new design, featuring double-overhead camshafts (DOHC) and a high-pressure die-cast aluminum cylinder block in a 60-degree configuration.

The all-new 3.6-liter V-6 engine will deliver 280 horsepower (209 kW) at 6,400 rpm and 260 lb.-ft. (353 N•m) of torque at 4,800 rpm, an increase of 33 percent in horsepower and 11 percent in torque over its predecessor, while providing customers up to an 11 percent improvement in fuel economy.

The 3.6-liter V-6 engine design features a double-overhead cam (DOHC) and high-flow intake and exhaust ports, which in combination with VVT via dual independent cam phasing, allows optimum volumetric and combustion efficiency over the full speed and load range. This results in an exceptional, flat torque curve along with high specific power. The engine's torque exceeds 90 percent of its peak value from 1,600 to 6,400 rpm, which provides customers with outstanding drivability and responsiveness.

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 environmental-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 helps reduce cost of ownership.

All-new 3.6-liter V-6 Technical Specifications f{

- Availability: Standard on all models (2WD and 4WD)
- Type and Description: 60-degree V-type, liquid-cooled

- Displacement: 220 cu. in. (3604 cu. cm) 3.78 x 3.27 (96.0 x 83.0)
- Valve System: 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
- f{ Power: (est.) (SAE J2723) 280 hp (209 kW) @ 6,400 rpm
- Torque: (est.) (SAE J2723) 260 lb.-ft. (353 N•m) @ 4,800 rpm
- Max. Engine Speed: 6,400 rpm (electronically limited)
- Fuel Requirement: Unleaded regular, 87 octane (R + M)/2
- Oil Capacity: 6.0 qt. (5.7L)
- Coolant Capacity: 14.0 qt. (13.25L)
- Emission Controls: Dual three-way catalytic converters, heated oxygen sensors and internal engine features (a)
- Estimated EPA Fuel Economy mpg (City/Hwy): 16/23—2WD 16/22—AWD
- Assembly Plant: Trenton South Engine Plant, Trenton, MI
(a) Meets Calif. LEV II+ evaporative emission requirements in CA, NY, MA, ME, VT Meets Tier 2, meets Federal Bin 4+ emission requirements and Clean Fuel Fleet Certification (CCF-LEV) in all other 45 states.

5.7-liter HEMI® Engine

The all-new 2011 Jeep Grand Cherokee is also available with the legendary 5.7-liter HEMI V-8 engine. It delivers 360 horsepower (268 kW) and 390 lb.-ft. of torque (520 N•m) @ 4,250 rpm and also features VVT, which delivers performance and towing capability, as well as fuel efficiency with the Multi-displacement System (MDS).

“Our HEMI engine maintains the key architecture that makes HEMI a household name in powertrains, including Variable-Valve Timing,” said Jansen. “The HEMI continues to offer fuel economy and refinement, and maximizes performance and capability.”

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

The HEMI’s VVT improves fuel economy in two ways. First, it reduces the engine’s pumping work by closing the intake valve later. Second, it increases the expansion process of the combustion event. This allows more work to be transferred to the crankshaft instead of being rejected out of the exhaust port as heat. VVT improves engine breathing, which improves engine efficiency and power.

The all-new Jeep Grand Cherokee offers unsurpassed trailer tow capability of up to 7,400 lbs. on 4x2 models when coupled with the HEMI V-8.

5.7-liter HEMI V-8 Technical Specifications

- Availability: Optional – Laredo, Limited and Overland (2WD and 4WD)
- Type and Description: 90-degree V-type, liquid-cooled
- Displacement: 345 cu. in. (5654 cu. cm)
- Bore x Stroke: 3.92 x 3.58 (99.5 x 90.9)
- 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: 360 hp (268 kW) @ 5,150 rpm
- Torque: 390 lb.-ft. (520 N•m) @ 4,250 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: 7 qt. (6.6L)
 - Coolant Capacity: 14.5 qt. (13.72L)
 - Emission Controls: Dual close-coupled three-way catalytic converters, quad heated oxygen sensors and internal engine features (a)
 - Estimated EPA Fuel Economy mpg (City/Hwy): 14/20 - 2WD 13/19 - 4WD
 - Assembly Plant: Saltillo Engine Plant, Saltillo, Mexico
- (a) Meets Calif. LEV II+ evaporative emission requirements in CA, NY, MA, ME, VT and Federal Bin 5+ Tier II emissions and Clean Fuel Fleet Certification (CCF).

For international markets, the all-new 2011 Jeep Grand Cherokee will be available in left- and right-hand drive and offer a choice of diesel or petrol powertrains.

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